



DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.

VOL. X No. 24.

CLEVELAND, O., JUNE 14, 1888.

\$2.00 PER ANNUM.
SINGLE COPIES 5 CENTS.

AROUND THE LAKES.

CLEVELAND.

The Floating Bethel is rebuilding its dock. The city dock at the foot of St. Clair street needs overhauling.

Captain James Davidson was in the city this week looking after his Corrigan case, relative to the steamer Roumania.

The schooner Cheney Ames chartered to carry stone from Portage Entry on contract for J. J. Frink and Co's red stone quarries.

There is a fair prospect of a successor being started to the Cleveland Lighterage Co. For particulars enquire of Captain R. Greenhalgh.

Mr. Thomas W. Bristow, superintendent of the Cleveland Ship Building Co.'s yard, made a three days visit to Detroit, leaving here on the boat Saturday night of last week.

The new supplement issued by the Inland Lloyds shows that the steam tonnage alone, which has gone into commission on the lakes, since their report for 1888, amounts to \$3,786,000 for 31 vessels.

Geo. Elsey, manager of Grummond's line of boats, Captain James Millen, of Parker and Millen and Mr. John Craig, the well known shipbuilder of Trenton, were in the city Wednesday, to attend the launch of the Corona.

S. B. McClure, late book keeper of the Cuyahoga Furnace Co., has just returned from an extended trip to Colorado and other western states. Although he has not entirely recovered his health and strength, he is now ready for more business.

Mr. Ashley, of Lorain, half owner of the Brooklyn, was in town Wednesday looking over his boat, and Mr. S. L. Watson, of Buffalo, owner of the damaged schooner Champion, was also looking over his boat Wednesday of this week.

The Lorain tug Selah Chamberlain is here waiting an opportunity to get into drydock. She is to be recaulked, have her stern bearings repaired, and will be tested before she returns to Lorain. The tug Tom May, of this port, takes her place at Lorain while she undergoes the repairs.

The schooner Alice B. Norris, Captain Truman Moore, master, made a rapid run for a sail vessel last week. She discharged 1249 tons of coal at Milwaukee on Monday night, June 4; twenty-six hours after, finished taken on 1123 gross tons of ore at Escanaba, made the run down and arrived at this port Sunday morning at 5 o'clock.

The steambarge Mackinaw, Captain Paul Rivard, arrived Saturday morning from Black River, Lake Huron, with 220,000 feet of lumber for the Cleveland sawmill and lumber company. She will take lumber camp supplies and rafting chains. The Mackinaw has made eight round trips thus far this season, towed a barge three trips and transported five full loads of supplies.

Commander Horace Elmer finds as a result of his investigation that the sunken ore or whatever it may be on which the Lehigh struck it about one thousand feet west of the main channel from the light ship to the Belle Isle light. A vessel steered by the old land marks would be in danger of striking the ore. Capt. Elmer has had the place buoyed.

The propeller V. Swain, towing the schooner Helvetia, arrived at Sandusky, on Tuesday with 1180 tons of ore. The Helvetia going on to Lorain with 1530 tons. Both boats will take coal to Duluth at contract price made early in the season. Captain J. J. Higgins and engineer Richard Masten are making good time and will endeavor to show one more round trip than some of the new boats in the same line.

According to the report from the bureau of navigation the tonnage of the following lake vessels, steam and sail is: sloop yacht Mallard of Chicago, gross, 11.62, net, 11.04; schooner Sunrise, Milwaukee, gross, 26.17, net, 24.87; steamer Britannic, Buffalo, gross, 1121.90, net, 904.84; steamer Charles Hebard, Marquette, gross, 762.82, net, 614.32; steamer M. C. Neff, Milwaukee,

gross, 276.19, net, 210.53; steam yacht Valleta, Oswego, gross, 27.84, net, 13.90.

Mr. Pat Carlin, one of the life saving crew at this port, has invented and been granted a patent for a double breeches buoy for bringing people ashore in time of shipwreck, which is believed to be much superior to the one now in use in the service. Mr. Carlin left for New York City this week where his device will be pronounced upon by an examining board of the life saving service, with a view to having it adopted by them for use on the lakes and seaboard.

The Shipowners' Drydock Company, has, within the last few days, made a liberal addition to their drydock property. They have secured a piece of ground adjoining their first purchase, and lying between the latter and the Globe Iron Shipyard. By this purchase the plant now owns about \$75,000 worth of real estate. The work of constructing the new drydock is making good headway. About ten or twelve feet of the length of the new dock has already been excavated to the full depth required. Everything indicates good progress.

Mr. Seth Woodmansee, residing at Noble about twelve miles below this port, did a very manly and proper act in sending the following information to the custom-house. He says: "There came ashore on the lake beach directly north of Noble, near the L. S. & M. S. Railway twelve miles east of Cleveland, seven sticks of oak and pine timber chained together, about sixty feet long. Not being posted in law concluded to notify you by mail. It came on Sunday evening. You may know to whom it belongs and can notify the owners of it or inform the public through the papers. I am writing this at the request of my neighbor, John Larick, and he wants it advertised."

At the Cleveland drydock they have finished the repairs on the schooner Brooklyn which went out of dock, and now they have the tugs Allie May for repairs to bent shoe, George R. Paige for new wheel, repairs to stern bearings and calking; Selah Chamberlain for repairs to stern bearings. The schooner Champion, which ran into the steambarge Escanaba, is also receiving repairs where she was damaged by the "tangle-up," and will also receive new fore and main masts while in port. The Dry Dock company sent a gang of men along with the Escanaba to make good the damage she received. This company have also begun work on a new mud scow for C. H. Strong & Co., 100 yards capacity.

Cottage Grove Lake is getting to be quite a popular summer resort. This is the third season it has been open to the public, and great pains have been taken to make it a pleasant, attractive and economical place to spend the heated term. On the lake there have been placed over eighty pleasure boats, built especially as regards safety, and the new and staunch steamer has been remodeled and greatly improved. The grove is thoroughly equipped with tables, benches, and swings, which are scattered throughout the grounds to the best advantage. The large and commodious dancing pavilion, roller coaster, bowling alley, photograph gallery, ball grounds, and in fact, everything pertaining to first class excursion resort are provided, for the comfort and enjoyment of visitors.

Meteorological summary for the week ending June 13, 1888:

Mean actual barometer	30.02
Mean temperature	62.2
Mean humidity	73.0
Total precipitation	1.12
Prevailing direction of wind	South
Total wind movement	1562
Av. cloudiness	4.0
Av. state of weather	Fair
Max. temperature, highest	86.0
Min. temperature, lowest	43.4

W. H. HAMMON, Serg. Signal Corps, U. S. A.

LORAIN.

The schooner Columbia, while making in this harbor last week in tow of a tug from Cleveland, ran into the bridge. The tug signaled twice, but the tender being asleep did not hear. The captain put his wheel hard a-port, and so ran into one end. The collision did not do very serious damage.

CHICAGO.

Special to the Marine Record.

The wooden steamship Henry J. Johnson, recently built at Cleveland by the Cleveland Drydock Company for Henry J. Johnson and others, made her first appearance at this port Wednesday morning June 6th, with 1929 tons of coal from Cleveland. Her length over all is 276 feet, breadth of beam 40 feet depth of hold 21 feet. She has a fore and aft compound engine 28 by 50 by 42 and two boilers 16 by 9 each built by the Globe Iron Works Co. who also supplied her with a 11 foot wheel. She also has the American Ship Windlass Co. steam windlass and capstan and a Williamson Bros. steam stealer. Her cabins are mahogany finished and the captain's cabin is finished with birds eye maple and her stowage was furnished by Upson & Walter, is first class in every particular. She is a very fine looking steamship and is as good as she looks. Captain J. C. Thompson commands her.

The new steel steamship Owego came into the river Tuesday morning after having smashed to pieces all previous records between the Straits of Mackinaw and Chicago. Both the Susquehanna and the Tioga have covered the 319 1/2 miles between these two points in twenty-three and a half hours. The Anchor Liner accomplished the feat a short while ago, tying the Tioga's time of last season. With 1,000 tons of package freight the Owego, in the face of a dead ahead wind made the stretch between Mackinaw City and Chicago in twenty-one hours and fifty minutes, or one hour and forty minutes better than the distance was ever before traversed by a steamer. She averaged over fourteen and a half miles an hour.

The fine steamship Susan E. Peck, of Buffalo, arriving here for the first time on Thursday June 7th, with 2,000 tons of coal, Captain Wm. Borthwick is in command. She is 224 feet keel, 35 feet 8 inches beam, 20 feet hold. Her engine a fore and aft compound 21 by 40 by 36 was built by the Kingston Works, Buffalo, and her boiler 9 1/2 by 16, by the Lake Erie Boiler Works, Buffalo and is allowed 131 pounds steam pressure. She has proved a complete success and runs 10 miles per hour loaded. She left this port with 75,000 bushels of corn Tuesday afternoon. Captain John Green, her owner, came up to Chicago and has gone back on her to Buffalo.

At Miller Bros. shipyard, the schooner White Cloud was in dock for leak stopping and calking, the tug Brand is in dock for a thorough rebuild, the steamer Douglass was in for repairs, the tug A. G. Van Schaick for repairs to damages done to her by coming into collision with the steamship Geo. T. Hopes wheel, the schooner John R. Noyes received a new foremast and some repairs.

Last Thursday morning the steambarge George Markham, when going into D slip, Mud Lake picked up a schooner's center board in her wheel. Scottie the diver was engaged to go down and get it out, but he found it too difficult a job and she was towed to the Chicago Drydock Co's. and put in dock and nearly five hours were spent in cutting it out of the wheel.

The Vessel Owners' Towing Co. have purchased the fine tug Calumet of South Chicago for \$6,750. She will be put in commission by the V. O. T. Co. at once.

Andrew Olsen, steward of the schooner Minnie Mueller, had his right arm horribly mangled at 10 o'clock Tuesday morning. The schooner was leaving the market, and in endeavoring to let go a stern line Olsen's arm was crushed in between a scow and his vessel. He is at the marine hospital.

Captain David Cochran, has put his side wheel excursion steamer John A. Dix, in splendid condition for her summer work. He has been at a large expense fitting her out as a A1 excursion steamer and has remodeled her cabins and has put in all the most modern conveniences for the accommodation and comfort of her passengers. The Dix since she has been here has carried a better class of people than any excursion

steamer ever running out of Chicago, and Captain Cochran is always careful to have the company on board as select as possible, which gives a good name to his boat, and the most fastidious can take a ride upon her with great pleasure. Last Friday some of Captain Cochran's many friends presented him with a very fine new set of flags comprising Ensign, Jack and Burgee. The latter is 22 feet long with a red ground bordered with blue and the letters John A. Dix in large white letters. She is an elegantly modeled steamer and looks splendid in her new suit of black, and new colors flying.

The mishap is the Fryer's introduction to this port, as she was on her maiden trip. She is from Wheeler's Bay City yard, and is valued at \$120,000. She belongs to Gratwick and others of Buffalo.

Owing to her new machinery the Fryer was twelve hours late in coming from the straits, repeated stops being made to cool off heated journals. At the time she struck the Ida her engine was not working well, and she had not enough steerage way to clear the schooner.

Aldermen Landon, Pond and Clarke, spent an hour last Friday morning looking into the working of the bridge telephone system and then took a tug ride from the mouth of Chicago river to Van Buren street. Alderman Landon said he should not oppose the motion in the council to refer back to the committee on fire and water the ordinance, to increase the bridge hours bearing his name, which has been reported favorably by the committee.

The new propeller Robert L. Fryer and the schooner Ida collided near the crib Tuesday night about 11 o'clock. The propeller came out ahead in the crash, and was but slightly damaged. The Ida suffered much more severely, but she was not in danger of going down.

Captain Simon O'Day, who arrived Monday, with his steambarge D. W. Powers with lumber from Cheboygan, complains bitterly of the neglect of the keeper at Skidagalee lighthouse in keeping the siren whistle at work, and thereby causing his steambarge to go on the reef. He states, the Power's fog whistle was kept blowing at intervals from 1:15 a. m. until 2:30 a. m. when she struck the reef, as the night was foggy. Not a sound was heard from the whistle at Skidagalee until three quarters of an hour after the Powers went on the reef. One of the men from the lighthouse came to the Powers in the morning. He said that as soon as they heard the Power's whistle, at the lighthouse they set to work and get up steam to blow the whistle and that getting up steam took about one hour. As all pilots on board vessels expect to hear the whistles at dangerous points, it would be better for none to be there at all if they are not kept in use when necessary. Captain Dunham Buchanan of the schooner Stampede and other captains complained greatly last fall of the non-blowing the whistle in foggy weather.

Schuyler & Kremer, proctors in admiralty, for the owners of the schooner Look-out, will sue the owner of the schooner Myrtle, which collided with and damaged the former off Milwaukee on June 1 last.

J. S. Dunham's schooner Lottie Wolfe and the propeller Boston engaged in a set-to in the river Wednesday morning. The Wolfe's mizzen rigging went by the board in the entanglement.

Lumber freights continue unsettled. The demand for carriers is good.

There are more unemployed seamen, freight handlers and lumber shovers in Chicago than ever before this season.

The grain trimmers are in trouble again. They refused to recognize the propeller Russia as a line boat today and demanded the regular price, \$1.50 per 1,000 bushels. Shovels and scoops were purchased and the line put a gang of its own men to work. There is promise of more trouble.

The propeller Onida is in court on account of a mortgage on her held by the late Lorenzo Di-

mick, the heirs have advertised her for sale on the mortgage, but John C. Maxwell, the late owner, has begun suit, claiming that arrangements had been made not to foreclose the mortgage for some time yet.

WILLIAMS.

ASHTABULA HARBOR.

Special to the Marine Record.

Aside from presidential nomination the all absorbing topic here just now is the bridge question. To straighten the channel and give a center abutment, would necessitate the purchase of considerable river frontage. The owners of property required our city fathers locked horns over prices and the struggle has been quite lively. The property owners however gave one twist to much and will now be obliged to hold their property pending the next boom in real estate. Old vessel men here have submitted plans for a bridge that seem to answer the needs of the place, and necessitates the purchase of only just land enough for the bridge to swing on saving something like fifty thousand dollars to the city, and tax payers smile.

We notice the arrival of the fine steamer R. P. Flower, with ore, a new wooden vessel hailing from Milwaukee.

Kittie M. Forbes, loads coal for Duluth.

The Thos. Davidson, a new steamer from Milwaukee is in port, it being her second cargo since coming out new. Through the courtesy of the second officer our old friend Captain Otter, your correspondent had the pleasure of looking the boat over and found her perfect in every respect, with every appliance for speed and safety.

The Roumania is receiving a coat of paint.

We paused to notice the by no means least of our industries, Captain Tug Wilson's night and day river express boat. The captain has a fine boat and with his very extensive acquaintance with marine men, gentlemanly bearing, and a desire to please we predict for him a bright future and a paying business.

The propeller Schoolcraft and consorts load coal for Portage.

The schooner George, is having her monkey rail repaired and hull calked.

Once more we notice some quick work done on A. Y. & P. docks, by the Excelsior hoisting machine, unloading the steamer Corsica 2600 tons in nine and one half hours and here we rest. By careful estimate I think I would in about six weeks have her unloaded about twenty minutes before she arrived.

The steamer Pickands goes to Erie to load coal for Chicago. The infant Clint Enis is second in command and we find him the urbane gentleman as of yore.

The steamer S. R. Tilly and consorts load coal Port Williams.

The L. S. & M. S. have placed on their docks this spring nine new McMiley, Whitley's, partly to replace the old time stationary cranes. The Variety Iron Works, is also erecting for them a six leg hoist which for appearance so far beats them all. They are also operating four Brown hoists.

Propeller Araxes and consorts load coal for Houghton, Propeller Lathair and consorts load coal for Serpent river, steamer Gogebic takes coal to Connors point.

F. L. T.

ALPENA.

Special to the Marine Record.

The twenty-six vessels that cleared from Alpena last week took out 6,284,000 feet of lumber, 100,000 lath, 505,000 shingles and 50,000 railroad ties. The season's shipments up to last week aggregate 31,911,000 feet of lumber, 3,783,000 shingles, 2,837,000 lath, 130,000 cedar posts, 109,800 railroad ties and 485 cords of cedar.

EAST SAGINAW.

Only 14,000,000 feet of lumber was shipped from Saginaw river ports last week.

The steamship Britanic, costing \$170,000, was launched from Davidson's shipyard, West Bay City, Saturday afternoon. The boat is one of the largest afloat, being 312 feet long, of 41 feet breadth, with depth of hold 22 feet in the clear. The Britanic is owned by the builder, and will tow the schooner Mary Woolson in the lumber trade. Captain J. B. Preston, last year master of the propeller Cumberland, will command her.

MARITIME LAW.

COLLISION—STEAM VESSELS APPROACHING—
CONTINUED SHEER—FAILURE TO SLOW AND
STOP.

U. S. District Court, Southern District of
New York

Libelant's steamboat, the City of Albany, was going up the east river, and the steam tug Municipal, belonging to the city, was coming down. A Catharine street ferry boat passed between them and the tug, to pass under her stern, sheering toward the New York shore. The City of Albany whistled twice to the tug, to indicate that the latter should pass between her and the ferry boat; these signals she afterward repeated, and stopped her engines on perceiving that the tug was still sheering toward the New York shore, and maintaining her speed. The attempt of the tug to cross the bows of the steamboat failed, and she collided with the latter; she did not stop until almost the moment of collision. Held, that the tug was in fault for such continued sheer across the steamboat's bows, for not reducing her speed when she saw that a common understanding was not had and for not reversing sooner. That the steamboat was without fault and should recover her damage.

Brown, J.

On the 26th of October, 1886, at about 2:30 p. m., as the side wheel passenger steamer City of Albany bound for Norfolk, Conn., was going under the east river bridge, the Catharine street ferryboat Republic was leaving her New York slip just above the bridge, and the City of Albany slowed and stopped to pass astern of her. Soon after the Republic had passed the respondent's steamer Municipal was seen coming down river, as I find somewhat on the Brooklyn side of the stream. She also exchanged signals with the Republic to go astern of the latter; and in order to do, as her pilot testifies, she was obliged to sheer somewhat to the New York shore. The City of Albany thereupon gave a signal of two whistles, in indicating that the tug should pass between her and the ferry boat; and at the same time she slowed. Hearing no answer and the tug still sheering toward the New York shore, she soon repeated her signal and stopped. They came in collision soon after about opposite pier 39, not over 300 or 400 feet from the New York shore. The City of Albany at the time of the collision was heading a little toward the New York shore; and the tug had sheered around so as to head either directly toward the shore or a little up river.

Captain Sherwood of the tug, I must find upon the weight and proof, to be taken as to his precise place in the river; he was at least half way across toward the Brooklyn shore, and probably more. The direct testimony of the other witnesses to this effect is confirmed by the fact that he could not have made the turn he did before collision; and by the further fact that if the tug had been any from a third to half way across the river scarcely any sheer would have been necessary to enable him to pass astern of the Republic, as Coffey's evidence shows that the Republic was nearly in her slip in Brooklyn at the time of the collision.

As the tug was coming nearly straight down river, it is clear that she had the City of Albany considerably on the starboard bow, and the tug was also a considerable distance off the starboard bow of the latter. In that situation at the time when the vessels first observed each other, and when they were bound to take the proper measures to avoid each other, there was no risk of collision, since the course of each was still well clear of the other starboard to starboard. The collision was brought about solely by the long continued sheer of the tug, until she had changed fully 8 points in her course, so as to bring her under the bows of the City of Albany. This was wholly unnecessary and was bad navigation.

The two whistles of the City of Albany first given were heard by the pilot of tug it is said, as only one. Conceding that there was no fault in not understanding the first signal of the City of Albany, it was nevertheless very soon plain that she was not maneuvering in accordance with a signal of one whistle. Under the inspector's rule 3, which provides for such a case, it was the duty of the Municipal immediately to bring her speed down to "bare steerage way." In like manner, when no answer was heard by the tug to her first signal to the City of Albany, prudence required her to slow. The tug kept on, however, at full speed, till so near the City of Albany that her engineer did not have time to reverse the engine before collision. The faults of the Municipal, therefore, are these; first, for unnecessarily and improperly sheering across the course of the City of Albany; second, for not bringing her speed down to steerage way, in accordance with inspector's rule 3, as soon as it was plain that a common understanding was not had, and third, for not backing sooner than she did. Upon all the evidence, I do not find any fault in the City of Albany. As soon as her whistles were not responded to, she slowed; soon after on repeating them, she stopped and backed. Her previous motion was moderate, and at the collision, though she moderately had a little forward motion, to be inferred from the effects on the tug, it must have been small. The tug was easily handled; her continued sheer could not have been anticipated, contrary to the repeated signals of the City of Albany, and her signals were the proper ones in the situation; and she both stopped and reversed as soon as stopping and reversing could reasonably be supposed requisite. She cannot therefore, be held in fault. The Greenpoint, 21 Fed. Rep. 231.

The libelant is entitled to a decree with costs and a reference to compute the damage.

March 28, 1888.

CASA-BY-ANCHOR.

The boy stood on the burning deck,
There isn't any doubt;
And yet who saw him on the wreck?
Who really heard him shout?

Should he have stood and roared there
With jolly boats so near,
And bragged about his fierce despair,
Nor walked off on his ear?

Why not give one good roar for oars?
Assail his pa for sail
To waft him toward the fishing shores?
Why stay aboard and wait?

What wonder, standing there, he seemed
So beautiful and bright?
Who couldn't while around him beamed
That lovely Titan light?

His pow wow with his father, I
Regard as tempting fate;
If he declines to early die,
Why stay there and dilate?

Pa, can't you speak—a little piece?
Just try a sneeze or cough,
My nearest kin, kin you release,
Or are you, father, off!"

And while his father slept below
The boy, he never stirred;
One of a "race" who never "go,"
Unless they they "get the word."

He called a loud, "Am I allowed
Your leave to leave?" Your son
Stands fire, you know, but don't you crowd
The things; I'm toasted done.
Of course I'll do what you desire,
If you're laid on the shelf;
I burn with ardor—but this fire!
You know how 'tis yourself.

"Speak, father, I would be released!
I list your loving tones;"
He knew not that his pa, deceased,
Had gone to Davy Jones.

Upon his brow he felt the heat,
Yet stood serene and calm,
With only now and then a bleat,
Like Mary's little lamb.

The yards and spars did burn and snap
All in the wildest way;
Not e'en a shroud was left the chap,
And he the only stay.

There came a burst of thunder peal—
Good gracious! Pretty soon
Boy, ship and anchor, flag and keel
Went up as a balloon.

And when this sound burst o'er the tide,
The boy, oh! where was he?
Ask of the winds, for none beside
Stayed long enough to see.

With mast and helm and pennon fair
That acted well enough,
The sickest thing that perished there
Was that young sailor muff.

Now, boys, don't take a cent of stock
In Cas—a-bi—an-ca;
The spots from such a son they'd knock,
Our young A—mer—i—ca.

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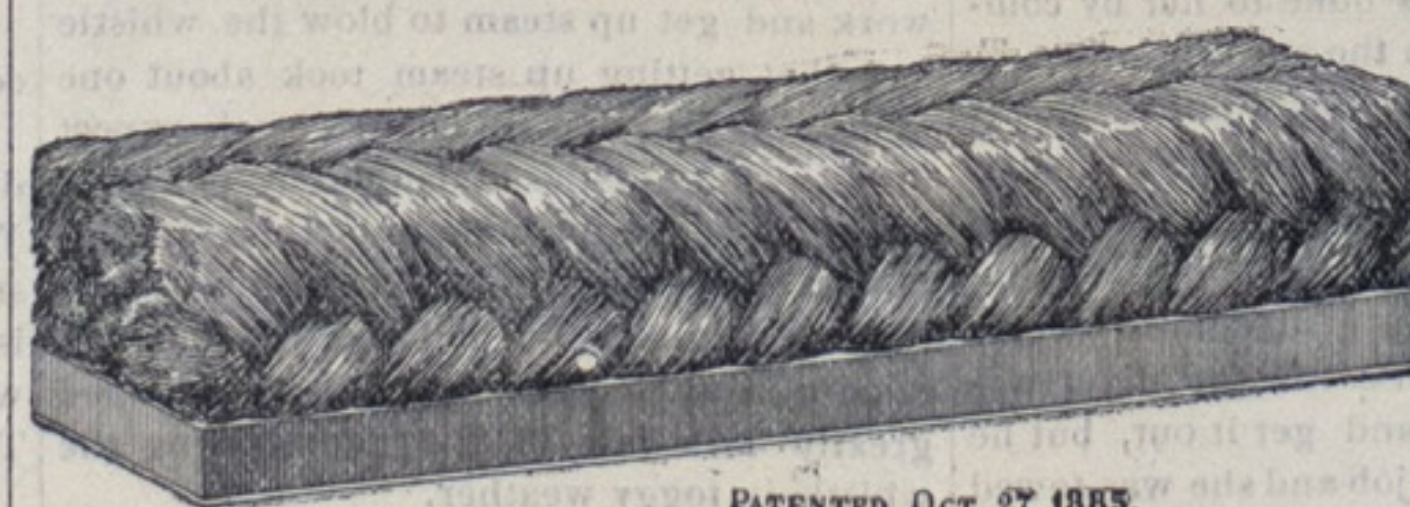


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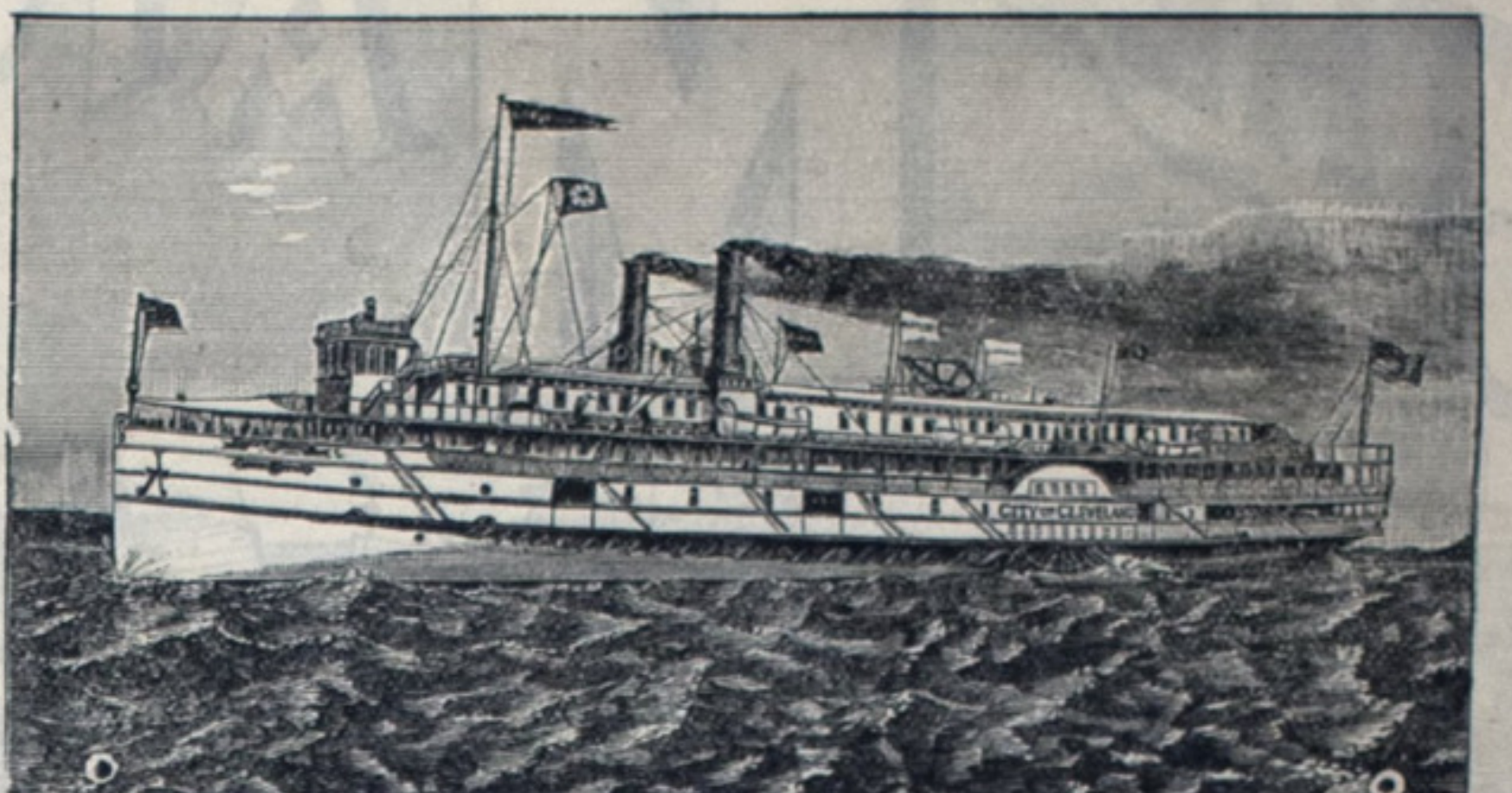
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'Wm. A. Moor,' and 'Oswego.'
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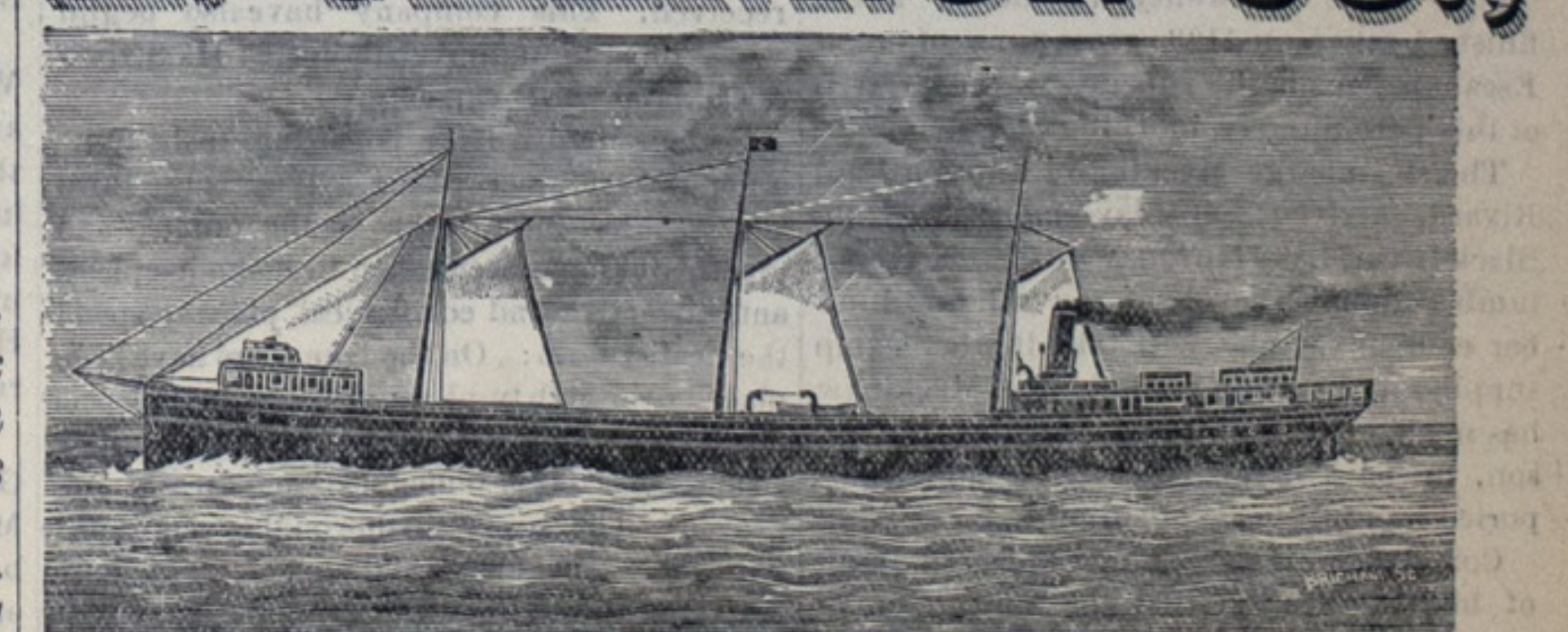
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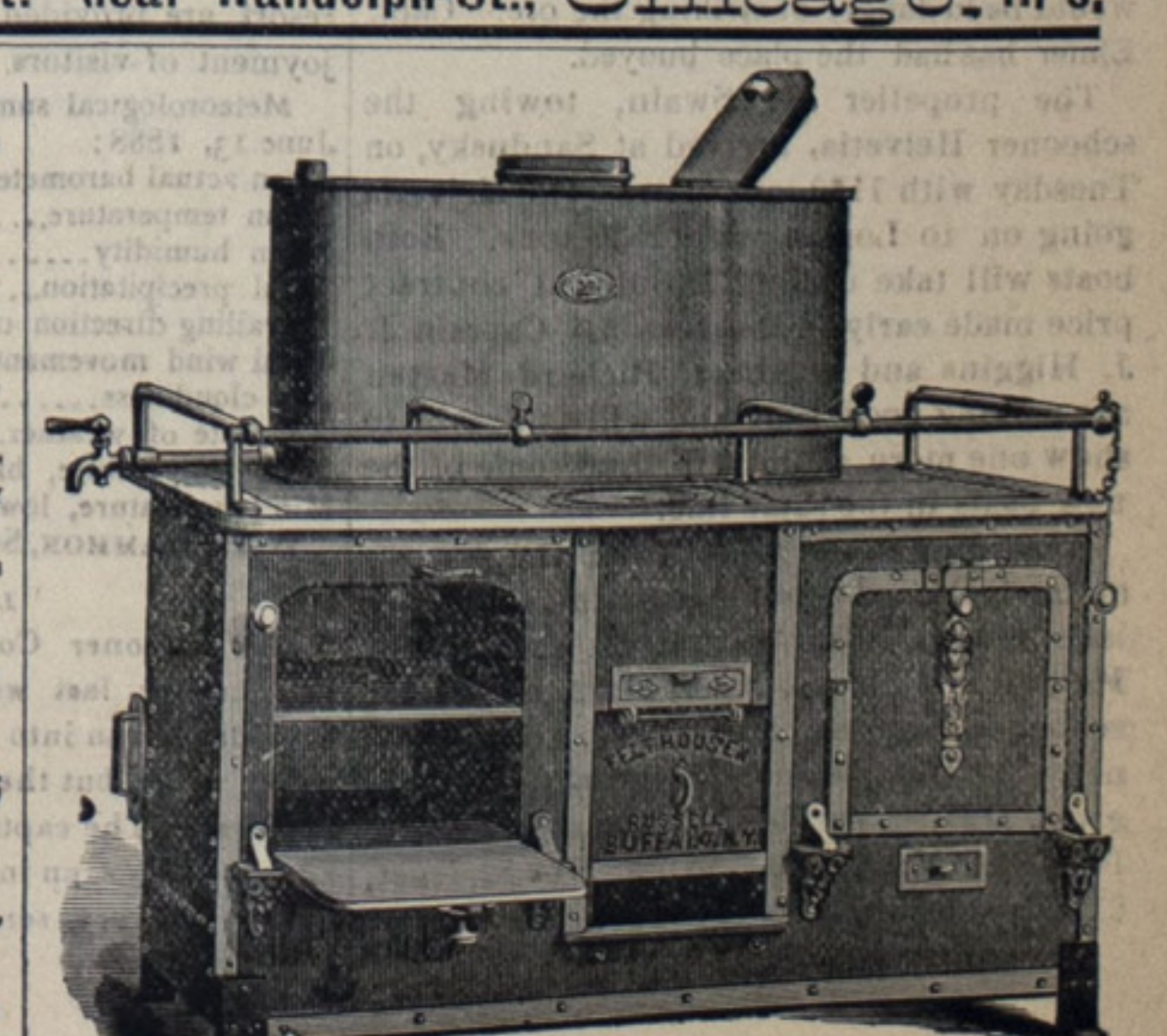
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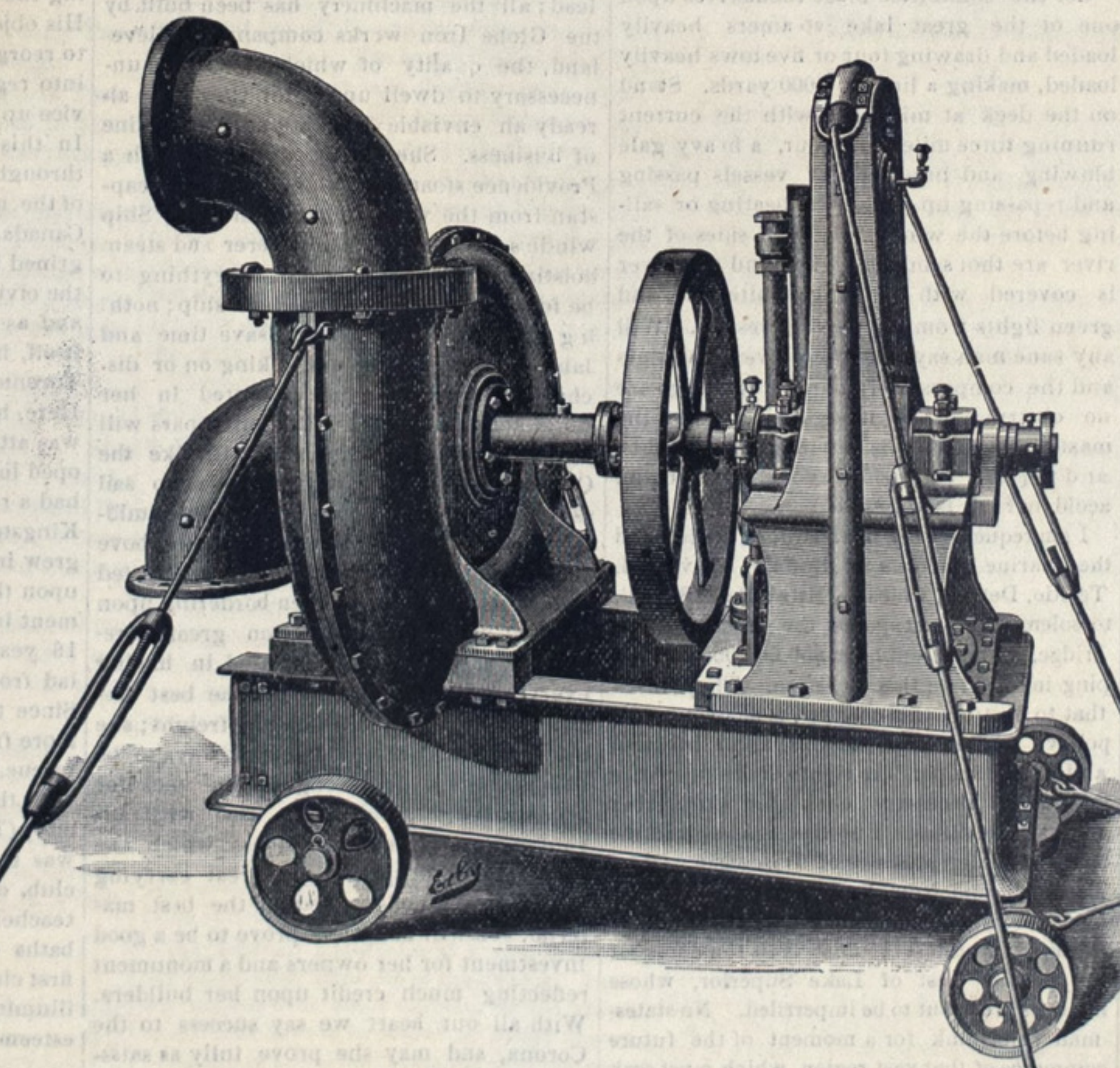
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MARINE RECORD—OFFICIAL PAPER.

DETROIT RIVER BRIDGE.

We print below the point prepared by Colonel R. C. Parsons, for use before the committee of commerce on his motion to put off the hearing of the case relative to the Detroit river bridge until next winter. Colonel Parsons, allowed us to examine the paper and at our urgent request permits it to be printed, as we think it will prove of great interest to all our readers.

I have no desire in what I may say to reflect at all upon the distinguished gentleman who has so ably presented this case. He has discharged well his duty. But I must reply that his proposition is regarded by many people as one most impudent and scandalous. The whole scheme is based upon the belief that congress will grant a public charter to a body of speculators, to build a private bridge over the Detroit river, purely for speculative and mercenary purposes. With all proper respect for the proprietors of such a scheme, we denounce it as impudent and scandalous.

The Detroit river connects the upper and lower lakes, and there is no other water connection possible. To voluntarily obstruct this great natural highway, and impair, retard, obstruct the enormous commerce of the lakes, to place for all time a ponderous bridge across the very throat of a narrow stream, through which must pass every vessel and tow from the upper or lower lakes, is to strike a deadly blow at the richest and most prosperous commerce of the world, and occasion infinite private loss, delay and vexation to the entire marine interests of the lake regions. If a railroad bridge is needed across the Detroit river, and the necessities of rapid transit are absolutely such as are set forth in the petition presented, then such crossing should be made by means of a tunnel which all our engineers unite in saying is feasible, not much more expensive, and the passage can be used uninterruptedly all the year round without injury to navigation.

The attempt to influence the committee by calling this a "winter bridge" only, is absurd and misleading. The piers upon which the proposed enormous structure is to be built will remain during the entire year, and only the spans of the superstructure are to be taken down during the period of navigation. To say that these piers and the closed portion of the bridge are no impediments to navigation, is to deny the plainest truth and insult the common sense of the committee. The current is three miles an hour at this point, and even with

navigation unimpeded by any artificial obstruction, over 100 vessels collided and were more or less injured last year, owing to the crowded state of river navigation. No sane sailor will say that with the crowded state of the river, the length of the tows, vessels going in every direction, propelled by sail and steam, that such a bridge as is proposed by these petitioners will be anything else than a dangerous and intolerable nuisance.

What great interest in the country is asking for this bridge; what excuse is made for urging this legislation; why should one of the richest, most necessary, and imposing of all the natural water-ways in the world be obstructed, because by so doing some railroad interest may be benefited, or a gang of reputable speculators enriched? The river is the people's highway; it is the highway made by the Creator; it is the common property of all the people. It would be a flagrant, monstrous wrong to injure this great artery of commerce merely to advance the private interests of a few, however deserving. There is not the slightest necessity for this legislation. If the vast commerce of the railroad is impeded between the States and Canada at Detroit; if the delay to travel and loss of time are so great, and the commercial disasters so overwhelming in consequence, then it is high time the railroad company made the necessary communication between the two points, or yield it up to those who would gladly do so. This can and will be done ultimately by a tunnel, and in this way every obstacle to commerce is avoided. Crossing the river is done as easily as getting into New York on the Central railroad, and the Detroit river will be left unobstructed for the needs of navigation.

Within three years \$300,000 have been voted by congress to clear the obstructions in the river. From my own knowledge I can say that these obstructions were not half as fatal to the interests of navigation as the piers and prisons of the "Winter Bridge."

The commerce of the Detroit river is almost the richest and most imposing in the world. Last year there passed through it over 22,000,000 tons of shipping, 37,000 passages, or a number of tons equal to the freight commerce of the United States with the whole world. Do you propose to aid in destroying the magnificent commerce of these inland seas, increasing every year as it does in magnitude, to accommodate apparently the petty traffic of a railroad corporation. The idea is monstrous.

The river proposed to be thus choked and strangled must for all time be the only water way over which all the commercial business of the west can find its way to the Atlantic seaboard. From the west comes all the coal, iron ore, lumber, salt, copper, pig iron, which ten years ago amounted in value to over \$30,000,000 annually. Michigan, Ohio and Pennsylvania are almost dependent upon the fine navigation of the lakes for their prosperity and the continuance of their industries.

Let the committee place themselves upon one of the great lake steamers heavily loaded and drawing four or five tons heavily loaded, making a line of 3,000 yards. Stand on the deck at midnight with the current running three miles an hour, a heavy gale blowing and hundreds of vessels passing and repassing up and down, beating or sailing before the wind. On both sides of the river are thousands of lights, and the river is covered with dancing white, red, and green lights from the passing vessels. Will any sane man say that these five great piers and the comparatively narrow openings are no obstruction to navigation? That the master can in all this bewildering of lights, and floating confusion avoid collision and accident? It is impossible.

I am requested by the board of trade, and the marine interests of Buffalo, Cleveland, Toledo, Detroit, Chicago, Milwaukee, St. Paul, to solemnly protest against the structure of this bridge. I represent over \$50,000,000 of shipping involved in this question. They insist that to obstruct this channel, is against public policy, against good morals, is an invasion and outrage upon the rights of the people, is not at all necessary even for furnishing railroad facilities. I protest against it in the name of the great states of Wisconsin, Ohio, Michigan and New York, whose legislatures have boldly expressed their disapproval of the scheme. I protest against it in the name of the people west of Lake Superior, whose interests are about to be imperiled. No statesman can think for a moment of the future commerce of that vast region, which must seek water communication with the Atlantic seaboard, without amazement. At this moment the territories lying west of that water-way, make 15 states as large as Ohio.

The possibilities of wealth and affluence, which future generations will create there, are almost beyond the imagination to conceive, to say nothing of the agricultural products, the coal, iron, lumber, copper, lead silver and mineral deposits of these lands will one day yield a harvest that can supply the needs of the world itself.

If this sub committee should seriously think of favoring the bridge project, then in the name of all the vast interests mentioned we desire the amplest time for a hearing before

the whole committee. The summer is now upon us. The marine interests are now actively employed, and can not, without the most serious embarrassment prepare their views. I come here at this time to represent them. But when navigation shall close, they will be in force to present with deliberation and calmness their views. Hence I ask the postponement of further action until another winter.

The vast interests of the present and future generation may be affected by your decision. Knowing that my clients have the right to be heard, and that you in all fairness will see they have this privilege I close my remark. The subject affects too many vital, national, personal interests to be disposed of by hasty action. Let us have ample time, a full and free discussion, and when you shall make your report to congress for final action let it be seen that you can stand upon your opinions with conviction wrought by the fullest knowledge, and the amplest investigation. Whatever these conclusions are like good citizens, we will respect and honor them.

VESSEL owners have just discovered that the new elevator law provides that vessels shall only pay the actual cost of trimming grain to leg of elevator. Elevating associations still charge vessels one-eighth cent in addition to shoveling and intend to keep on doing so until compelled to stop.

THE new Union line propeller Chenango will be out early next month. Ward's line boat about the middle of July, and the new Lackawanna line boat in the latter part of July or early in August.

LAUNCH OF THE CORONA.

This sister to the Corsica, and third steamship built for the Mutual Transportation company by the Globe Iron works company at their yard at the old river bed, was successfully launched before a large concourse of people last Wednesday, June 13, at 3 o'clock in the afternoon. She is as nearly like the Corsica in model as is possible to get her, and as she loomed up on the stocks looked indeed a mighty thing to float on the waters of our great lakes. She has been built with great care throughout and of the best material that could be selected by men of experience and judgment. The work has been performed under the watchful eye of a master of his profession, who believes a thing to be well done only when it is done in the best possible manner, and we can safely say her superior cannot be found of fresh water. The Corona is, as before described in the columns of the RECORD, 292 feet keel, 312 feet over all, 40 feet beam, depth of hold 24 feet; will carry 2,800 tons on 15½ feet draft of water at an average speed of 13½ miles an hour. Her machinery consists of triple expansion engine, high pressure cylinder 24 inches diameter, intermediate 38 inches, and low pressure 61 inches by 42 inches stroke, indicating 1,200 horse power. She will be furnished steam by two Scotch type boilers each 14 feet diameter by 12 feet in length, allowed a steam pressure of 150 pounds to the square inch; her wheel is 14 feet in diameter and 16 feet lead; all the machinery has been built by the Globe Iron works company, of Cleveland, the quality of which it will be unnecessary to dwell upon, for they have already an enviable reputation in their line of business. She is also provided with a Providence steam windlass and steam capstan from the well known American Ship windlass company, steam steerer and steam hoisting engines, in fact has everything to be found in a first-class modern ship; nothing that can facilitate and save time and labor in her management, taking on or discharging cargo has been omitted in her build and fitting out. The four spars will be fitted with canvas and she will, like the Corsica, be fore and aft rigged, so as to sail as well as steam; an iron boiler house amidship and cabins for the crew are all above deck, being comfortable and neatly fitted up, the captain's cabin even bordering upon luxury; in her construction great forethought and care has been used in having everything built to give her the best despatch in loading and unloading freight; she has seven hatches and five gangways to be hoisted by a pony engine on deck for package freight, and can be used with advantage in any line of business which she may enter into; speedy with great carrying capacity, well constructed of the best material, she will doubtless prove to be a good investment for her owners and a monument reflecting much credit upon her builders. With all our heart we say success to the Corona, and may she prove fully as satisfactory to all, as have the Cambria and Corsica before her. She will be fitted up for sea with all possible rapidity and will probably go into harness in a few weeks. Captain J. B. Hall will have command of this admirable boat and Thomas Shehan will be chief engineer.

A SAD MISFORTUNE.

BUFFALO, N. Y. June 10.

To the Editor of the Marine Record:
I am sure you will be pained to learn that Captain W. D. Andrews, whose acquaintance you formed while he served as a surfman in the Cleveland life saving station during the fall of 1885, has been stricken blind. His object, as you no doubt remember, was to reorganize the Canadian life boat stations into regular paid stations and build the service up on a par with that of this country. In this humane work, however, he failed through the perverseness and shortsightedness of the marine and fisheries department of Canada, under whose head this falls. Chagrined but still with some hope he entered the civil service examinations held in 1886 and as no other opening then presented itself, he was appointed as carrier in the Toronto post office until further promotion. Here, however, his health failed him and he was attacked with symptoms which developed into blindness. Captain Andrews has had a remarkable career. He was born in Kingston, Ontario, May 19, 1853, and as he grew into manhood all his aims were bent upon that of a life saver. His first achievement in this line occurred when he was but 16 years of age, when he rescued a young lad from drowning in the bay at Kingston. Since then he has saved fully a score or more from drowning by swimming to their rescue. He was also long actively connected with the volunteer life boat service of that city, (Toronto) serving as captain. He also was the founder of the Dolphin swimming club, of Toronto, and was for a long time teacher of swimming at the Wiman Island baths of the same place. He bears seven first class gold life saving medals with many illuminated mementoes and other tokens of esteem that have been tendered him.

J. L. H.

MERCHANT SEAMEN'S WIDOWS AND ORPHANS PENSION BILL.

The objectionable features of this bill appear to us to be that it is an attempt to revive a merchant seamen's pension fund, outside state control, on the lines of the old fund, which, from the moment of its inception, was foredoomed to failure, and had to be wound up at the cost of the British taxpayer; that there is no prospect that can ever be of any use to a single seaman who subscribes to it; that the weekly dole of 6s. to a widow until she remarries or becomes unemployed, or to a dependent relative, and the small sum to children, are very inadequate results for the ponderous machinery of the bill; that the whole scheme and conditions on which the bill

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HARRY MURPHY, Secretary, Buffalo, N. Y.
JAS. CARNEY EVANS, Treasurer, Buffalo, N. Y.

MARINE RECORD—OFFICIAL PAPER.

LAKE FREIGHTS.

Tonnage was in good demand yesterday, but the transactions in lake freights were much smaller than for the last two days because fewer vessels could be offered. Charters were: Steamer William Chisholm, coal, Buffalo to Milwaukee, 85c; schooner John Burt coal, Fairport to Milwaukee, 70c; barge, Colonel Brackett, coal, Cleveland to Algonac, 40c; steamer George King and schooners Thomas Gawn Teutonia, coal, Ashtabula to Portage, 75c; steamer H. A. Tuttle, coal, Toledo to Ashland, 70c; steamer Rube Richards and consorts, May Richards, and E. C. Hutchings coal, Cleveland to Port Arthur 70c.

Matters were dull and inactive to-day, and the demand for grain carriers was poor. Rates ruled easy at 2c for wheat, 1½ for corn, and 1½ for oats to Buffalo. The Georgian Bay rate was firm at 1½ on corn. Coal freights were active and steady. Charters: F. W. Palmer with Vance, St. Louis with Potomac, Vought and Sawyers, Lackawanna, Tioga, for Chicago, 85c; D. W. Rust with Clint and Butts, T. S. Fassett, Montgomery, William Egan, F. L. Vance, Isabel Reed, N. C. Holland, Cumberland with Bruce, William Chisholm, Marango, J. K. Jackson, for Milwaukee, 85c; Exile for Sheboygan, 85c; schooner Montgomery, for Menominee, 90c; Oregon with Alversen, for Green Bay, 85c; D. Leuty, C. F. Curtis, for Racine, 90c; G. K. Jackson, for Kenosha, 90c.

Canal freights were quiet and more settled, shippers paid 2½ on wheat, 2½ on corn, 1½ on oats to New York.

Engagements: schooners M. F. Merrick, coal, Toledo to Manitowoc, 70c; Montcalm, St. Peter, coal, Toledo to Green Bay, 70c; T. S. Christie, D. Stewart, ore, Ashland to Ohio ports, \$1.25; S. V. R. Watson, lumber, Pequaming to Buffalo, \$2.25 on rail; Francis Palms, ore, Escanaba to Erie 90c.

A SAD MISFORTUNE.

BUFFALO, N. Y. June 10.

To the Editor of the Marine Record:
I am sure you will be pained to learn that Captain W. D. Andrews, whose acquaintance you formed while he served as a surfman in the Cleveland life saving station during the fall of 1885, has been stricken blind. His object, as you no doubt remember, was to reorganize the Canadian life boat stations into regular paid stations and build the service up on a par with that of this country. In this humane work, however, he failed through the perverseness and shortsightedness of the marine and fisheries department of Canada, under whose head this falls. Chagrined but still with some hope he entered the civil service examinations held in 1886 and as no other opening then presented itself, he was appointed as carrier in the Toronto post office until further promotion. Here, however, his health failed him and he was attacked with symptoms which developed into blindness. Captain Andrews has had a remarkable career. He was born in Kingston, Ontario, May 19, 1853, and as he grew into manhood all his aims were bent upon that of a life saver. His first achievement in this line occurred when he was but 16 years of age, when he rescued a young lad from drowning in the bay at Kingston. Since then he has saved fully a score or more from drowning by swimming to their rescue. He was also long actively connected with the volunteer life boat service of that city, (Toronto) serving as captain. He also was the founder of the Dolphin swimming club, of Toronto, and was for a long time teacher of swimming at the Wiman Island baths of the same place. He bears seven first class gold life saving medals with many illuminated mementoes and other tokens of esteem that have been tendered him.

J. L. H.

MERCHANT SEAMEN'S WIDOWS AND ORPHANS PENSION BILL.

The objectionable features of this bill appear to us to be that it is an attempt to revive a merchant seamen's pension fund, outside state control, on the lines of the old fund, which, from the moment of its inception, was foredoomed to failure, and had to be wound up at the cost of the British taxpayer; that there is no prospect that can ever be of any use to a single seaman who subscribes to it; that the weekly dole of 6s. to a widow until she remarries or becomes unemployed, or to a dependent relative, and the small sum to children, are very inadequate results for the ponderous machinery of the bill; that the whole scheme and conditions on which the bill

is founded are crude and unworkable; and that it accepts an oft-used fallacy in regard to the number of men employed, and, therefore, as regards the death rate. As a distinct proclamation, however, that shipowners are now fully awake to the fact that it is their duty to help to maintain the families of seamen who lose their lives in their ships, and to make provision for seamen disabled or worn out in their service, we hail this bill with satisfaction, and tender our congratulations to its framers. Having now put their hands to the plough, we can only continue to hope that they will not turn back, but that they will persevere in their good work, so that this present bill, which is at best a panting, may be so nursed, nourished, and strengthened by liberal treatment at their hands, that it may become in fact what it is now only in name, a Merchant Seamen's, Widows and Orphans Pension Bill, with a pension fund for aged and disabled seamen.—Nautical Magazine.

STAKES AND BUOYS.

The following is a copy of a letter received at this office from General O. M. Poe, explaining that he is not connected with the light house board, and that any thing relating thereto should be addressed to the inspector of the 11th. light house district, under whose supervision such matters are attended to, a fact not generally known among masters of many of our vessels:

To the Editor of the Marine Record:

My attention has been called to an editorial in your issue of the 7th inst., referring to a protest signed at Duluth, and addressed to me, by certain vessel masters, touching the manner in which the stakes and buoys are placed, and maintained, in Sault St. Marie river.

I am at a loss to understand why my name is connected with the matter, as I have no more to do with the placing and maintaining of the stakes and buoys, than I have with the command of the steamers of which the protestants are the masters, a fact which ought to have been well known to them, and of which the "MARINE RECORD" is well informed. Stakes and buoys come under the supervision and control of the lighthouse establishment, a branch of the treasury department, and not under the War department, to which I belong.

Complaints concerning the stakes and buoys in question, should be made to the "Inspector 11th light house district, Detroit, Mich."

WRECKS ON THE LAKES.

The lamentable loss of vessels on the great lakes seems to have attracted attention at Washington as well as at Ottawa to the danger of overloading. A return presented to Congress contains a report from the Inspector-General of steam vessels stating that there is no law to prevent overloading, and recommending that such legislation should be passed by Congress. The Inspector-General alludes to the resolution and preamble of the house of representatives as to the loss of United States vessels on the North-western lakes. There were 73 such losses in 1887, aggregating 20,678 tons, valued with cargoes at \$2,500,000, the number of lives lost being 204. As the charge made in the resolution that these losses were due to underwriters and the incompetency of Government inspectors in allowing the vessels to be loaded beyond their carrying capacity, the Inspector-General says that his office has no control except over the steam vessels. In 1887, he says, only one steam vessel, the Vernon, foundered in the great lakes, when 41 persons were lost, 16 passengers and 25 of the crew, only one person, one of the crew, being saved. Whether she was too deeply loaded or badly handled could not be ascertained.

There is also a report from the commissioner of navigation, showing that existing regulations are defective. He enclosed the very elaborate British freeboard tables to regulate the load line, which being based on the classification of Lloyd's Register, might not always be quite suitable to vessels built in the United States. There is a bill to prevent overloading now before Congress. It will be remembered that a bill on the same subject was introduced by the minister of marine at the last session of the parliament of Canada, but it was withdrawn by Mr. Foster on the ground that he had received late information which might modify the proposed measure and required investigation. It is an urgent matter and one which Mr. Tupper will find demanding his early attention with a view to the necessary legislation.—Toronto Empire.

TRANSPORTATION OF PETROLEUM ON PASSENGER STEAMERS.

2. TREASURY DEPARTMENT, APRIL 23, 1888.

SIR: The Department is in receipt of your letter of the 19th. instant, in which you ask its opinion as to whether your passenger-steamers can legally carry refined petroleum from Detroit to Mackinaw Island and St. Ignace, the latter point being accessible by rail, and the former by rail and ferry of 8 or 10 miles across the straits. In reply, you are informed that if there are sailing-vessels or freight steamers running regularly between Detroit and the ports named in your letter, it would be illegal for passenger-steamers to carry refined petroleum. If there are no freight steamers or sailing-vessels employed on the route, the carriage of petroleum on passenger-steamers would depend upon whether the tariff of freights is so high on the all-rail and ferry route as to amount to a prohibition of the traffic in refined petroleum. It would be, then such oils could be legally carried on passenger-steamers, subject to the restriction for safety provided in sections 3 to 5, inclusive, Rule X, of the Rules and Regulations of the Board of Supervising Inspectors.

Respectfully yours,
C. S. FAIRCHILD, Secretary.
D. CARTER, Esq., Gen'l Manager Detroit and Cleveland Steam Navigation Co., Detroit, Mich.

Superintendent Lynch, of the ship canal smiles and smiles with a most benignant expression, and is mysteriously silent. It is a girl.

[Around the Lakes Continued from 1st Page.]

DETROIT.

Special to the Marine Record.

One of the most successful wrecking jobs ever accomplished in the history of wrecking was the raising of the schooner White Star, wrecked last Thanksgiving on Point au Pelee. The insurance companies had abandoned her as a total loss. She lay in nine feet of water and badly listed. However, Stephen A. Mills, of Dunham's wrecking company, went down to Point au Pelee ten days ago with an outfit. After lightening her of her cargo of coal he raised her and brought her to Detroit. She now lies at Clark's drydock, where she will be thoroughly overhauled.

The Frontier Iron work delivered to the Thomas McGregor boiler works, corner of Congress and Third streets, the largest casting ever made in Detroit, in the form of a 120 ton steam riveter weighing 12 tons; it is a labor saving invention of great value, doing four or five times the work of a gang of men. It takes up a space of eight feet square and will enable the McGregor boiler works to keep up with their orders. While the large machine was being set up in place the foreman of the works was finishing up the smallest boiler they ever worked on, to be used on board a steam launch with one of the new styles of oil burning engines used on small pleasure boats.

The steamer Cambria, which was aground and jettisoned two hundred tons of her cargo before being released, passed down Tuesday morning in apparently good condition.

Work is progressing finely on the floating drydock, building by the Detroit Drydock company, for the St. Ignace at the straits. When finished it will be taken apart and transported up by boat.

The new F. & P. M. No. 4 is being finished rapidly and will be ready to launch in a couple of weeks. She is a fine boat and well constructed.

In the Detroit drydock they have the tug Charles McDonald for new wheel and the steambarge H. C. Schnoor for a new stem, pony pump, calking and a general overhauling.

Captain H. Brock left Toledo, light, with the schooner Iosman in tow, went to Harrieville, loaded 7,500 ties on the schooner, 8,500 on the Iosman, lost twelve hours and made the round trip in four days and eighteen hours.

At the drydocks at Springwells, in one dock they have the schooner A. Boody for very extensive repairs; she will receive mostly new bottom, new stern, rail, bulwarks, part new keel, and will have a thorough overhauling to put her in the best possible condition; the work is being carried on under the supervision of Captain William T. Brown, formerly of the tug William Moore. The Riverside is fast being completed, and when she comes out will be in better trim than she ever was.

The schooner White Star, ashore at Point au Pelee, has been raised by Stephen Mills, of the Dunham wrecking fleet, and now lies alongside the dock half full of coal, and the other half full of water, waiting her turn into the drydock for repairs.

Mr. George Elsey left for Cleveland Tuesday evening, and among other Detroit business men were Captain James Millen and John Craig, the well known shipbuilder.

Mr. Bristow, of the Cleveland Shipbuilding company, returned from a few days visit among old friends Tuesday evening.

Detroit river bridge advocates are very quiet; once in a while you can find a benighted individual who claims that bridging the river would be of no harm to the lake marine, but we are pleased to find they are rare specimens of deluded mortality, and are hard, very hard to find.

The wrecker Saginaw left Detroit at 7 o'clock Tuesday morning to effect the release of the propeller Syracuse, which went aground about 5 o'clock Sunday evening between the United States light and Bois Blanc, in the Detroit river. The Saginaw lighted off 200 tons of package freight, and released the Syracuse at 1 o'clock in the afternoon.

The steamer Hiawatha ran into a raft in tow of the tug John Owen, near Southeast Bend, Tuesday morning, scattering the raft. The tug Swain helped pick up and put it together.

The propeller Syracuse went aground Monday night between the United States light and Bois Blanc light, being pretty well to westward. A tug is working on her. The water is eighteen inches lower.

At the yard of John Oades they have finished the work on the yacht Louise and are building the second of two ice scows for Messrs. Hoadley & Houghton. They are 86 feet long, 24 feet beam, and five feet depth; as soon as this work is finished, and it is progressing very rapidly, he will begin on a scow lighter for Hebard & Sons to tow as consort to the new steamer Charles Hebard, carrying lumber between the Soo and Tacoma, where the gentlemen above named have a branch yard. She will be 150 feet long, 30 feet beam, and 8 feet depth, with a capacity for 750,000 feet of lumber.

Business in marine circles is very quiet just at this time. There is nothing doing in charters, sales, or anything else of importance.

The new steel steamer, building at the Detroit Dry Dock company's yard at Wyandotte, will be launched in a couple of weeks. She will be called the "Harlem." Hop.

BUFFALO.

Governor Hill has signed the elevator bill, the bill does away with the half cent paid by boats for unloading at New York, but all tolls charge for trimming grain to leg of the elevator. Just what that charge would be nobody could tell. The bill provides that elevators shall charge not to exceed 1/2 of a cent for elevating, receiving, weighing, and discharging grain, exclusive of actual cost of trimming to leg, but makes no provision for storage charges. Buffalo elevators have been charging 1/2 of a cent for receiving and discharging, including five days' storage. New rates were issued by the Western Elevating Company, making a charge of five-eighths cent, one-half to be paid by the grain, one-eighth by vessel. Storage, however, will be charged from the moment the grain enters the house at the rate of one-fourth of a cent for each ten days or any part thereof. Under the old plan vessels also paid one-eighth of a cent. All the elevator owners now intend to make no direct transfer from vessel to boat, but to keep the grain long enough in store to give them the additional quarter of a cent, just what they did before, but the grain can get ten days storage instead of five. There seems to be no provision in the bill compelling an elevator to make a direct transfer.

In spite of the increased efforts on Saturday to get the Saginaw Valley afloat she remains on the ways from which she was to be launched.

The schooner Northwest goes to Mill's drydock on arrival to repair an accident sustained on Lake Michigan.

The new propeller Robert Mills, having made a satisfactory trial trip on Saturday was tied up at the foot of Washington street ready to load coal for Chicago.

The propeller J. C. Pringle in addition to her regular tow, the Sunshine, Sweetheart, and Gardner, took out the Houghton and the barge Golden Harvest.

Counting several vessels that went out on Saturday without clearing it is safe to say that the proper list of coal clearings for that day would foot fully 25,000 tons. There is now about an equal amount of tonnage chartered to load as soon as they are ready this week, which, if kept up, will exceed last week's shipment of a round 100,000 tons, the largest amount that ever left here in a single week.

The board of supervising inspectors have reported the rule which compelled the master of a sailing vessel to serve one year on a steamer as mate before being granted a steamboat master's license.

While the tug Johnson was taking the steambarge Tower up the Blackwell canal she was capsize by a line and sunk in eighteen feet of water. She was raised by two dredges and is now being pumped out. The schooner Northwest arrived from Ashtabula in tow of the propeller R. P. Fitzgerald. She was docked to stop a leak which was discovered while at Escanaba. She needs calking only.

The propeller Miami goes into the dock for a new wheel.

The wet wheat on the propeller Toledo, damaged by a heavy sea on Lake Superior, amounted to 553 bushels.

The tug Johnson, sunk on Monday, was raised Tuesday, and will soon be ready for business again.

The new propeller, R. Mills, left early Tuesday with a full load of coal for Chicago.

The propeller Lackawanna, due here Tuesday, has on board twelve earloads of black walnut logs for export. She also has package freight besides her grain.

Captain Thomas Crosby, marine insurance agent of Chicago, was in Buffalo Tuesday.

The new Union-line propeller Chenango will be out early next month, Ward's line boat about the middle of July, and the new Lackawanna line boat not before August.

The long-looked-for propeller, John Craig arrived Friday from Detroit, having waited for trial trips and a call from Cleveland. She gets her first load here. Her owner is Mr. J. C. Gilchrist of Cleveland and she is named for her builder. Captain Louis Weeks is in command. The boat is a stanch, fine-looking one and will do good work.

The steam-yacht Ramona, the fastest on the lakes, which wintered here, is now fitted out and will leave for the Sault, her home port, probably Sunday.

Mr. Alexander McDonald, who tallied out the Onoko's cargo of 160,236 bushels of oats in 1884, the largest cargo ever afloat on the lakes, Friday tallied the cargo of the schooner George Nester, 56,517 bushels of corn, the first cargo of grain shipped to Buffalo in a boat built on Lake Superior.

MT. CLEMENS.

Special to the Marine Record.

An event of more than ordinary interest to those present was the christening at Mt. Clemens, Mich., on Wednesday last of a trim steam yacht built by Mr. E. R. Egnew, proprietor of the popular Avery House at that place. Railroad men and hotel men are not infrequently given to piscatorial excursions, doubtless as a pleasant diversion from the sort of angling that occupies their business hours. Host Egnew is a devotee of the rod and reel, and he likes to have as one of his companions on "off days" General Passenger Agent Ruggles of the Michigan Central. This happy pair, and others who had been of the party, were talking over fisherman's luck and discomforts at the Avery on the evening of June 6, 1887, at the close of several days' outing on Lake St. Clair. Poor transportation facilities and

not the great "catch" being the topic, Mr. Ruggles suggested that the host build a steam yacht in to properly carry pleasure seekers on the inland seas. Mr. Egnew acted on the suggestion, honored his friend with the privilege of naming the new boat, and the anniversary of the discussion saw the work complete and steam up on one of the sauciest vessels afloat on Michigan water. So trim a craft seemed worthy a fair name and Mr. Ruggles selected that of his eldest daughter, Roberta, who appropriately voiced her thanks for the honor conferred and formerly christened the yacht in the presence of about 50 guests. A short trial trip on the Clinton river followed by a hop at the Avery House in the evening were the other features of an enjoyable day. Among those present were Mr. and Mrs. O. W. Ruggles and daughters, Maj. C. W. Courtwright of Boston; W. R. Busenbark, W. B. Jerome, Mr. and Mrs. W. S. Eden and Miss Maud Cash of Chicago; W. H. Underwood and L. F. Kendall of Buffalo; J. G. Lavin of Toronto; R. G. Butler and a large number of the host's Detroit friends, who presented the boat with a brass howitzer, an article without which no yacht would be complete. The "Roberta" adds another to the list of attractions with which Landlord Egnew contrives to make The Avery a popular resort.

SAND BEACH.

Special to the Marine Record.

There has been more stir this week than usual for quiet weather like we have been having. The following crafts have made short stops here for shelter, etc., since last week: Sixth, tug John Owen and raft came in, tug A. J. Wright, formerly a passenger propeller on this route, stopped here a few hours, and the schooner Mary Hatfield, S. P. Ames, Reindeer, Hellen, and Francis, hung on for a short time.

Saturday, the propeller Newburgh came in to make repairs on her air pump which gave out at the head of Lake Huron, after several hours delay she got away and proceeded on her way down the lake.

Sunday, during a severe gale from the west, the steambarges Canisteo and consortia, Main and consort, T. W. Snook and consortia, and tug W. D. Cushing and consortia, sheltered here.

The Government tug Sand Beach, is now hoisted out of the water undergoing a thorough scouring and painting.

DULUTH.

The Dean Richmond, while leaving port was caught by a current and heavy sea in the entry, and dashed against the government pier, disabling her rudder and wheel. She will probably be able, the captain says, to take a load down, but will have to be docked for repairs at Detroit or Cleveland.

Schooners under sail are such a rare visitor at Duluth that the arrival of the Chris Grover there last week, was hailed as a curiosity.

A current carried the propeller Dean Richmond against the government pier Saturday, disabling her rudder and one wheel. She will probably be able to get down, but will have to repair in Detroit or Cleveland.

The big lumber barge Wahnapitac arrived here Sunday morning in tow of Veronica, five days from Mud Lake, having on board 42,400 cedar ties. When fifteen miles off Ontonagon, the tug Winslow, having the barges in tow, cast her adrift and ran for shelter to repair her engine. The barge drifted for thirty hours on her stay-sails, logging sixty miles, and was finally picked by the Veronica, just in time to save her from running ashore.

The water in this end of Lake Superior is unusually high. Vessel men say it is two feet higher than last season and at least one and one-half feet higher than at any time in the last six years. In McDougall's shipyard there are now six inches of water, greatly interfering with work.

The propeller F. W. Wheeler crashed into, and almost demolished the tug Alarm, Sunday a. m.

PORT HURON.

The Minnie Davis is unloading lumber at A. M. Carpenter & Co's.

The ferry Beard is about ready for service again after receiving a fresh coat of paint.

The wrecking steamer, Saginaw is at work releasing the steamer Escanaba from Stag Island. Captain Cowan, of the barge Ogemaw, was fined \$400 for violating the customs law at Sarnia during the week.

The steam barge Escanaba, bound down with the schooner Champion, run aground at the head of Stag Island Thursday morning.

Selkirk & Co. have purchased the tug Fred L. from Toledo parties, and will use her to carry fish between their fishing station, at Blue Point, Lake Huron, and this port.

The schooner Ironsides is at anchor in Sarnia bay to get away from one of the owners. There is a dispute over the ownership of the vessel, which will have to be settled by Judge Brown. Vesselmen are much exercised over the rapid strides made by railroad companies toward controlling the lake traffic. Nearly all of the eastern lines now run boats to all important points and carry full two-thirds of the grain shipped from Chicago, Milwaukee and Duluth.

While the Canadian propeller Mt. Clemens was crossing Lake St. Clair Monday night, loaded with cordwood, she was run down by an unknown steamer and partly out in two. She lies at the bottom of the lake just above Grosse Point lightship, with nothing but her cabin visible above the water.

The schooner Westover arrived down today with the steamer Arizona. She will be entirely rebuilt here.

SARNIA.

The schooner Ironsides is at anchor in Sarnia

bay to get away from one of the owners. There is a dispute over the ownership of half the vessel which will have to be settled by Judge Brown.

OSWEGO.

The steamer Chaffey, recently condemned at Brockville, has been taken to Prescott, where she will be rebuilt.

Robert Chesnut and A. Stowell of Oswego, steamboat inspectors, were registered at the Seymour House Monday.

On Saturday night the schooner Rueben Dowd, while coming down the river, grain laden, for Ogdensburg, ran on a shoal at the head of the island opposite Hillcrest. As soon as daylight came the steamer Island Queen went to her assistance, and after a couple of hours work succeeded in releasing her, when she was found to be but little the worse, and she proceeded to her destination.

The steamer Passport, which was injured in the Cornwall canal on her trip westward, last week, has been taken out at Cantlin's yard in Montreal, and will be ready to leave on her regular trip this week. She had some difficulty in avoiding a barge that had just come out of the locks, and in trying to do so struck the masonry on the side with such a force as to knock a hole in her bow. Captain Sinclair, who suffered a fracture of the thigh bone by being thrown to the deck below by the force of the collision, has been taken to his home at Toronto.

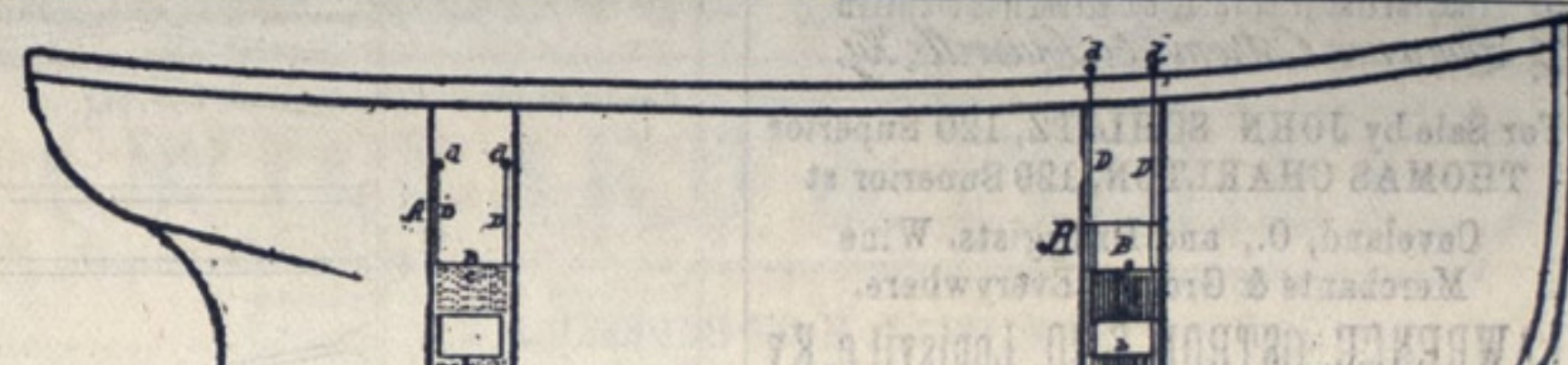
In 1857 or 1858 the schooner Tornado was wrecked at the head of Wolfe island and all hands lost. The event, it was said, was one of startling significance, and was attended by much mourning. Some time after considerable excitement was created by the announcement in the papers that all persons on the boat had not been drowned; that among the number was a stowaway, who, after the storm, climbed out of his resting place, plunged into the lake, swam to the shore and was saved. Many people did not believe the story, and asked where's the boy? Well, he was in Kingston last Friday—Captain Mat Cummings of the propeller Montangle. She hails from Oswego.

SANDUSKY.

The schooner Star of the North, which was seized here to satisfy a claim of \$150 for assistance rendered in raising her and towing her into this harbor, got away from the officer in charge Friday night and made good her escape. The officer, a one armed constable, was threatened with personal violence by the captain and crew of the schooner, and, fearing injury, he left the boat to procure police protection. A tug lying near by was at once summoned by the captain of the schooner, and a few minutes later the craft was en route to East Saginaw.

OWEN SOUND.

Steambarge Kincardine is just out of dry dock being thoroughly rebuilt from keel up at a cost of about \$3,000. She now looks as good as new.



SHIP WELLS.

Joseph Moffett, of Cleveland, Ohio, has received patent for ship wells, which will prove of great utility on all vessels. The specification form part of letters patent No. 381,943, dated May 1, 1888. The application filed February 20, 1888. Serial No. 264,595. (No model.)

To all whom it may concern: Be it known that I, Joseph Moffett, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and state of Ohio, have invented certain new and useful improvements in ships, of which the following is a specification.

This invention relates to ships, and has for its object to provide a quick and ready means of getting down into the hold of loaded ships with a suction hose of a pump for pumping out the water which may, by reason of accident, as collisions, spring leaks, or otherwise, get into the hold.

It consists in providing reserve wells in the ship, reaching from the deck down into the bottom of the hull, into which the suction hose of a pump may be inserted and draw the water from the bottom, the water in the hold having access to the wells, thereby greatly facilitating the labor and reducing the expense of removing water from loaded ships without removing or disturbing the cargo. To accomplish such results I construct and attach to ships wells or communicating tubes from the deck down into the hold, substantially as shown in the accompanying drawings, in which—

The figure is a longitudinal section of the hull of a ship, showing the location and arrangement of the said wells therewith.

A in the several figures represents a casing or tubing reaching from the deck to the bottom of the hold of a ship, forming a well or vertical chamber. In the lower part of said casings are made vertical slots b, extending from the bottom upward about two feet above the said slots. A second row of similar slots c are also made about two feet above the said slots b. These slots are two inches wide and one inch apart, the bars forming a grating through which water may pass into the well. Within the casing is provided a valve b, consisting of a box open at each end and fitted to slide snugly in the lower end of the casing. It is designed to close the slots on the inside of the casing A, and is made long enough to cover both rows of slots b and c. At the middle part of said valve are made openings in the sides, the purpose of which will hereinafter appear. To the top of said box B are attached rods D D, having eyes or loops d on their upper ends. The rods are designed to be used for

raising the valve whenever the well is to be used, and hold it up for uncovering the slots, &c, to freely admit water into the well. The lower ends of the slots are beveled downward to prevent the lodgment of grain or other matter which comprises the cargo of the ship.

There may be made a hole in the deck over the well, which may be closed with a suitable cover, or there may be scribed a ring in the top surface of the deck to indicate the location of the well underneath. Then, when necessary for use, a hole may be cut through the deck for the insertion of the pump suction hose.

From the foregoing it will be seen that the ship having these wells may be loaded with the cargo completely surrounding the well, and then in case of emergency will be provided with a ready means of withdrawing the water from the midst of the cargo without having to remove or disturb it, the operation of which is as follows:

When required to withdraw the water from the hold, an entrance through the deck is made by cutting a hole or removal of a cover, as before stated. Then the valve is raised by the rods and secured in that position by running a rod or bar through the loops or eyes above the deck. This opens all the slots and gives ready ingress of water to the well. Now the suction hose of a pump may be inserted through the deck and passed down to the very bottom of the hull and the water pumped out.

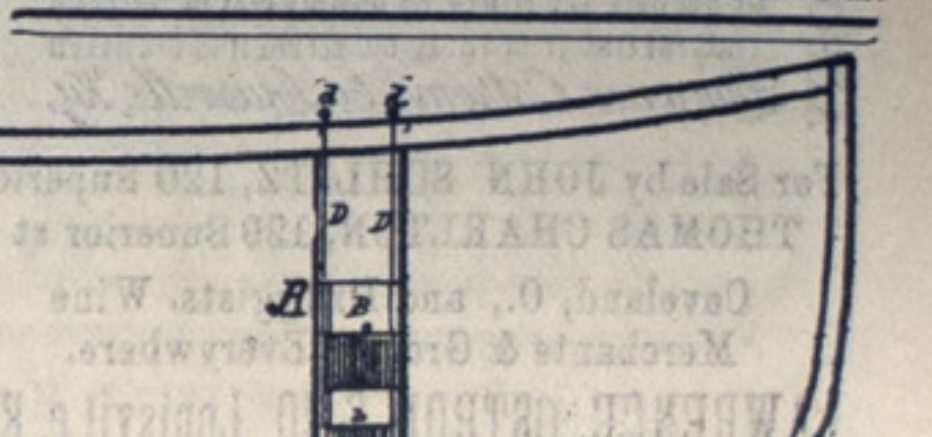
The casing and valve shown in the drawings are designed to be made of heavy wood plank, in which case the well is made with square sides. By making them of metal they may be made cylindrical; but they should be strong enough to withstand hard blows or usage without injury.

Having described my invention, what claim is—

The improvement in ships, consisting in the combination of the casing A, secured between the deck and the bottom of the hold, said casing having the slotted or grating opening b c in its sides at and near the bottom, and provided with the valve b, playing inside of the casing, for closing the said slots when down, and having the middle opening, whereby when raised by the rods D free openings are made through the slots or gratings, communicating with the interior of the wells, substantially as described, and for the purpose specified.

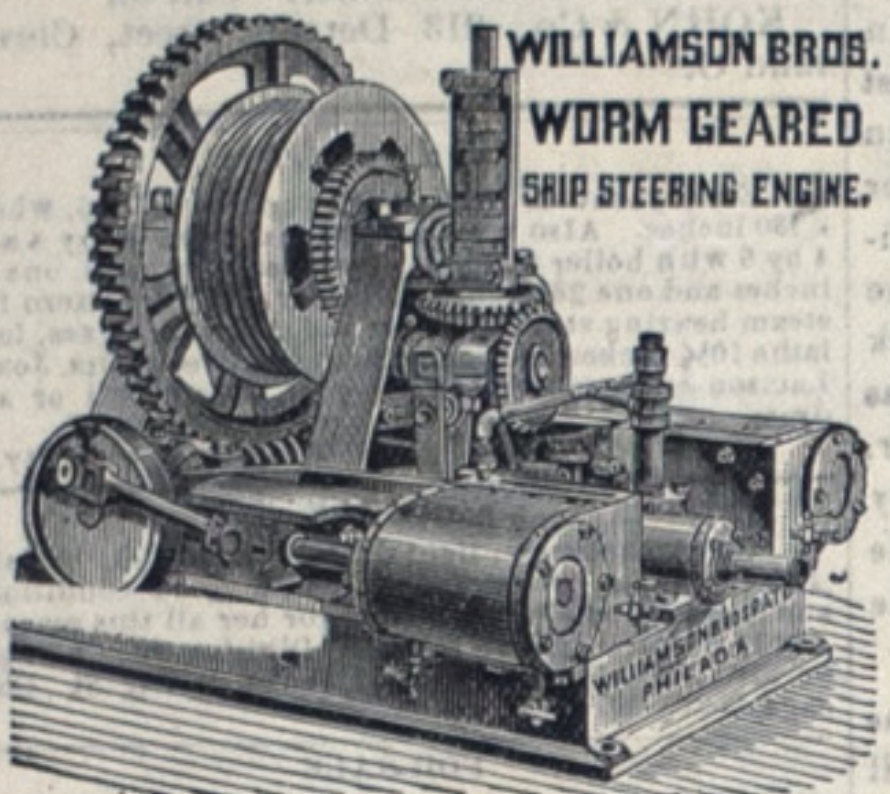
JOSEPH MOFFETT.
Witnesses:
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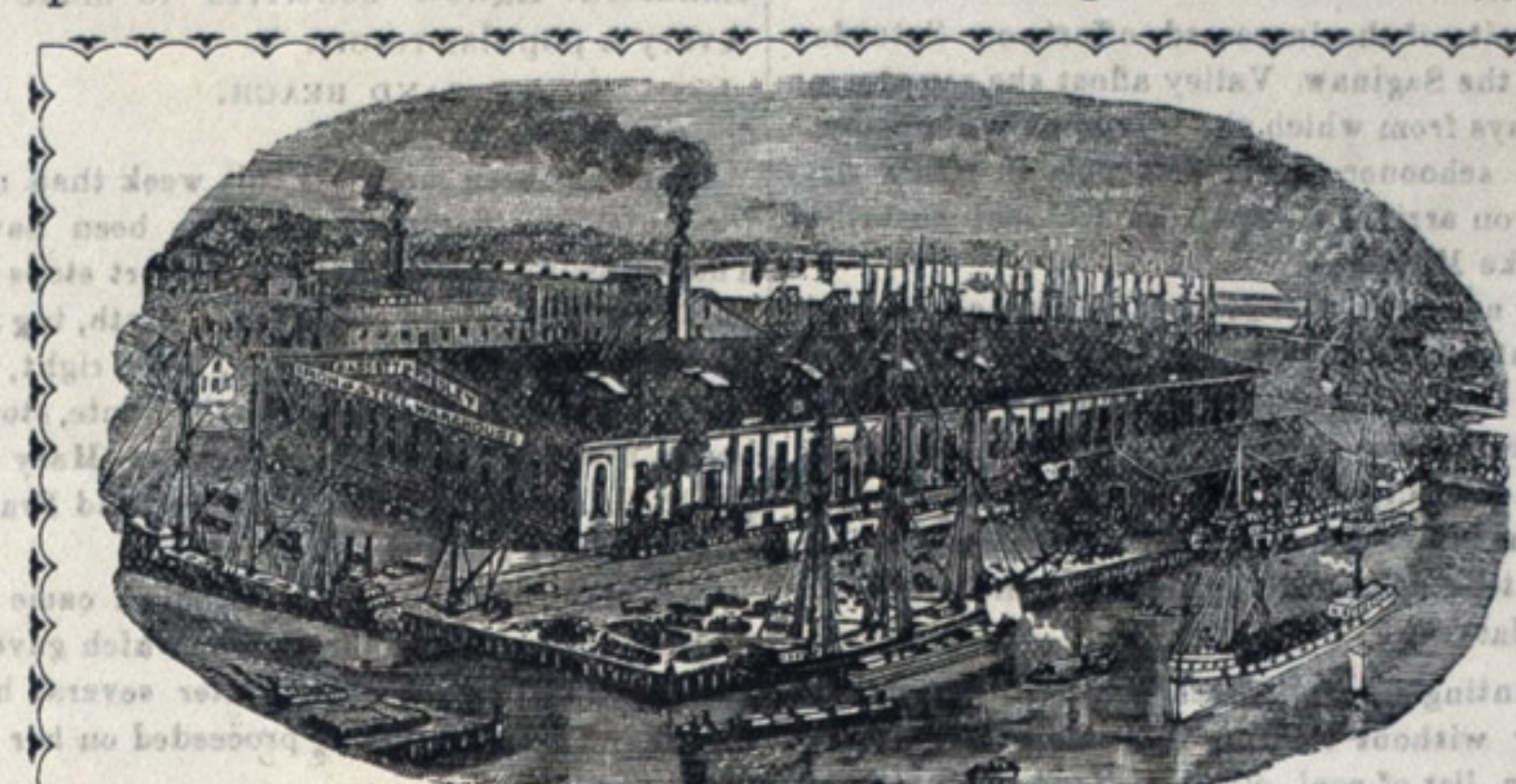
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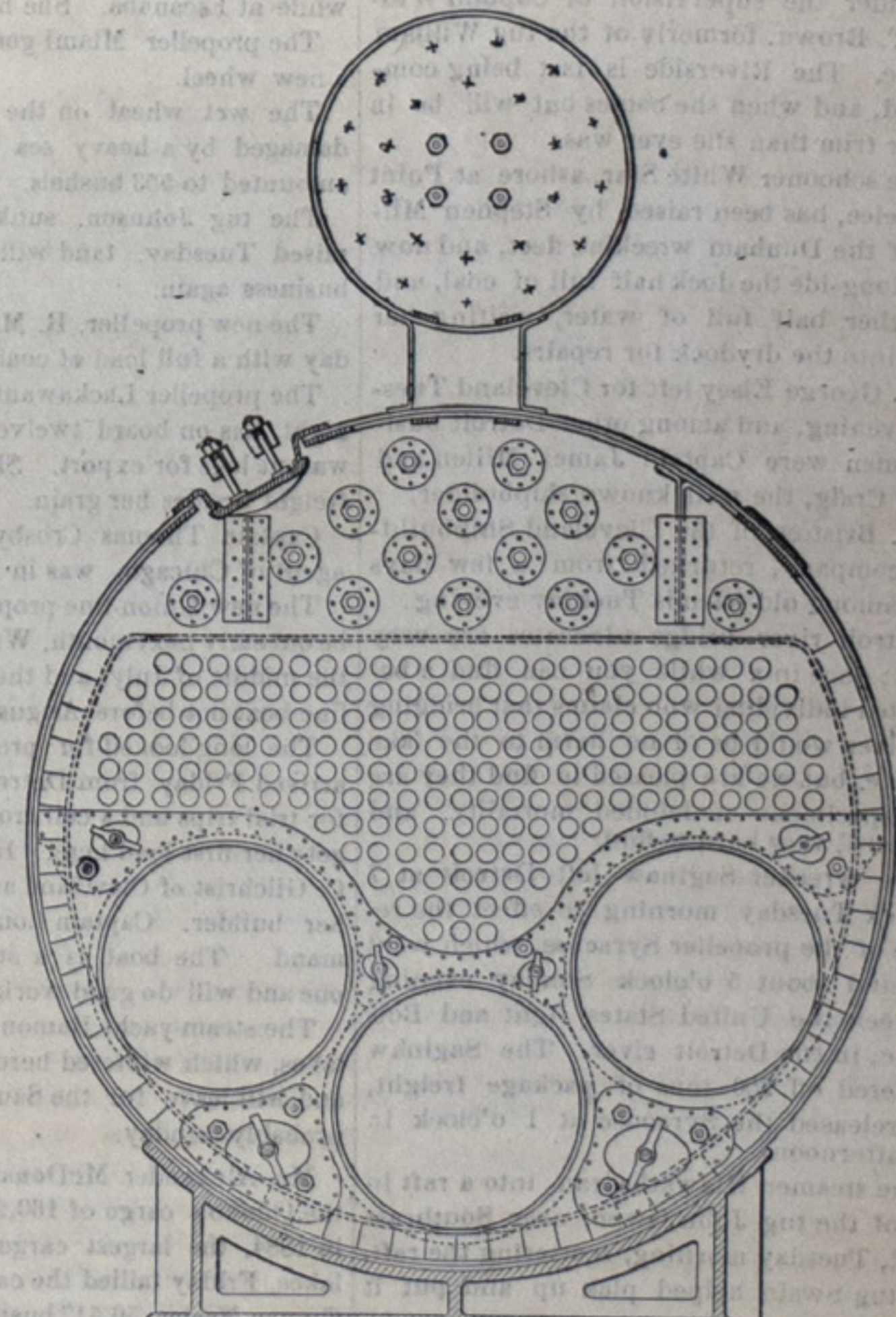
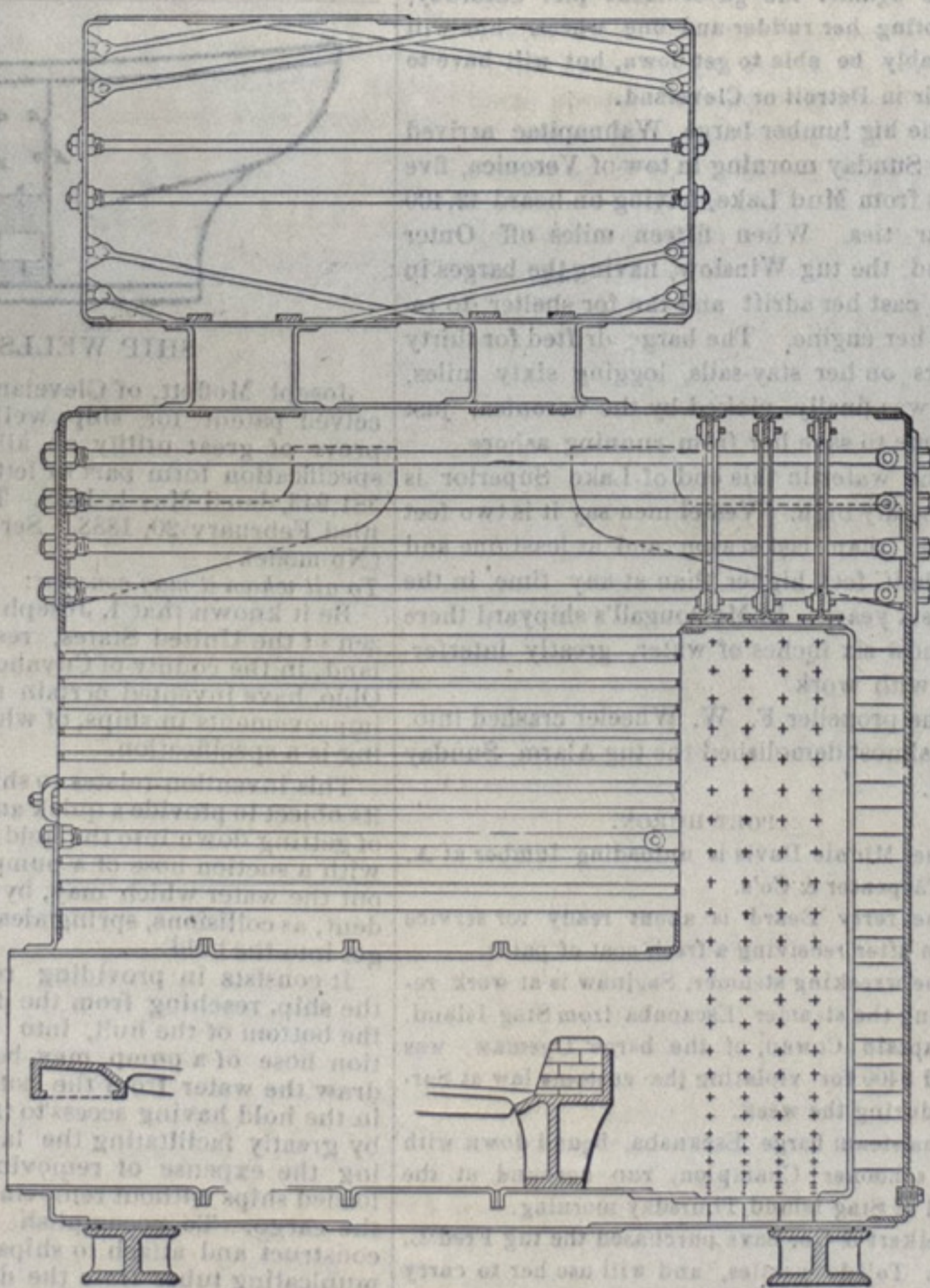
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than Cleveland time proper.

Eastward. | Arrive | Depart.

No. 4, Fast Limited Express..... 12 55 A.M. 12 55 A.M.

No. 6 N. Y. & Boston Ex..... 1 35 A.M. 1 40 A.M.

No. 8, N. Y. & B. Ex..... 1 55 A.M. 2 00 A.M.

No. 26, Elyria Accommodation..... 1 45 A.M. 1 50 A.M.

No. 24, Buffalo Ac'm via Sandusky 10 05 A.M. 10 15 A.M.

No. 24, Toledo Accom via Norwalk 10 05 A.M. 10 15 A.M.

No. 10, New York & Boston "Flyer" 10 50 A.M. 11 00 A.M.

No. 12, N. Y. & B. Fast Ex..... 12 35 P.M. 12 45 P.M.

No. 2, Night Ex via Sandusky..... 12 40 P.M. 12 50 P.M.

No. 22, Night Ex via Norwalk..... 1 40 P.M. 1 50 P.M.

No. 26, Conneaut Accommodation 1 45 P.M. 1 55 P.M.

Westward. | Arrive | Depart.

No. 1, Fast Limited Express..... 12 15 A.M. 12 15 A.M.

No. 23, Cleveland Express..... 12 15 A.M. 12 15 A.M.

No. 7, Chicago Express via..... 12 30 A.M. 12 35 A.M.

No. 25, Mich Accom Norwalk..... 12 45 A.M. 12 50 A.M.

No. 21, Toledo Ex via Norwalk..... 12 50 P.M. 1 00 P.M.

No. 5, St Louis Ex via Sandusky..... 1 00 P.M. 1 05 P.M.

No. 5, Chi Pac Ex via Norwalk..... 1 05 P.M. 1 10 P.M.

No. 21, Elyria ac to Elyria only..... 1 30 P.M. 1 35 P.M.

No. 27, Conneaut Accommodation 1 30 P.M. 1 40 P.M.

Sunday train for Nottingham-Depart 9:20 a. m.

and 1:00 p. m.; returning arrive at 9:20 a. m. and

4:45 p. m.

Reference marks-Daily, 1 daily, except Sunday,

2 daily, except Monday.

A local Cleveland and New York sleeper, also sleeper

for Boston, and dining car daily on No. 10, leaving

Cleveland at 11:50 A.M.; arrive Grand Central depot,

New York, 7:30 A.M.

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ply at the Union Ticket office, corner Bank and Super-

rior's streets, under Mercantile Bank.

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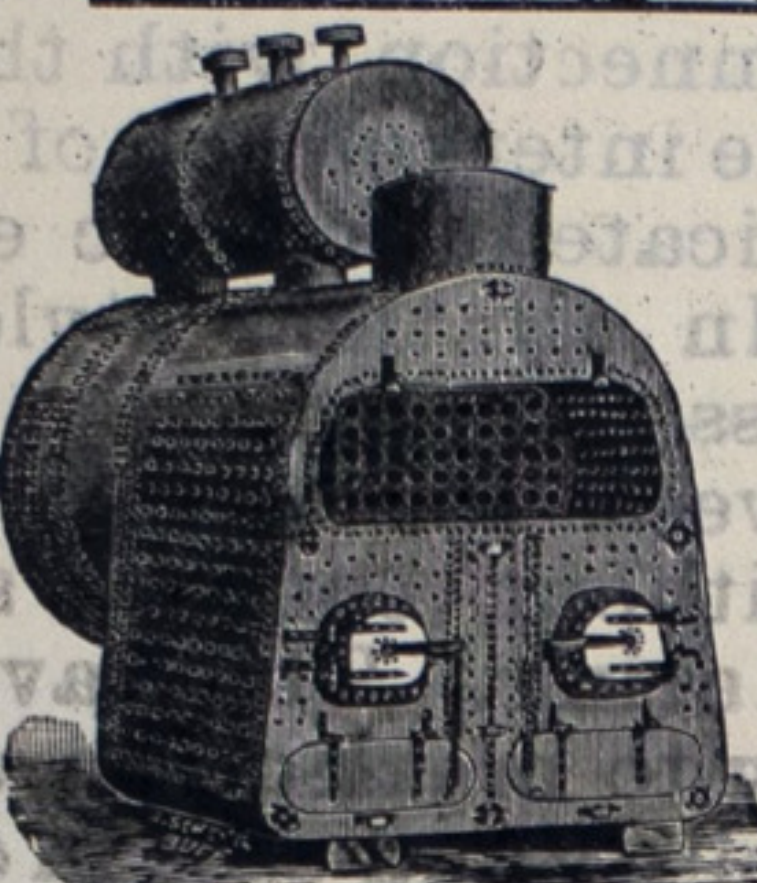
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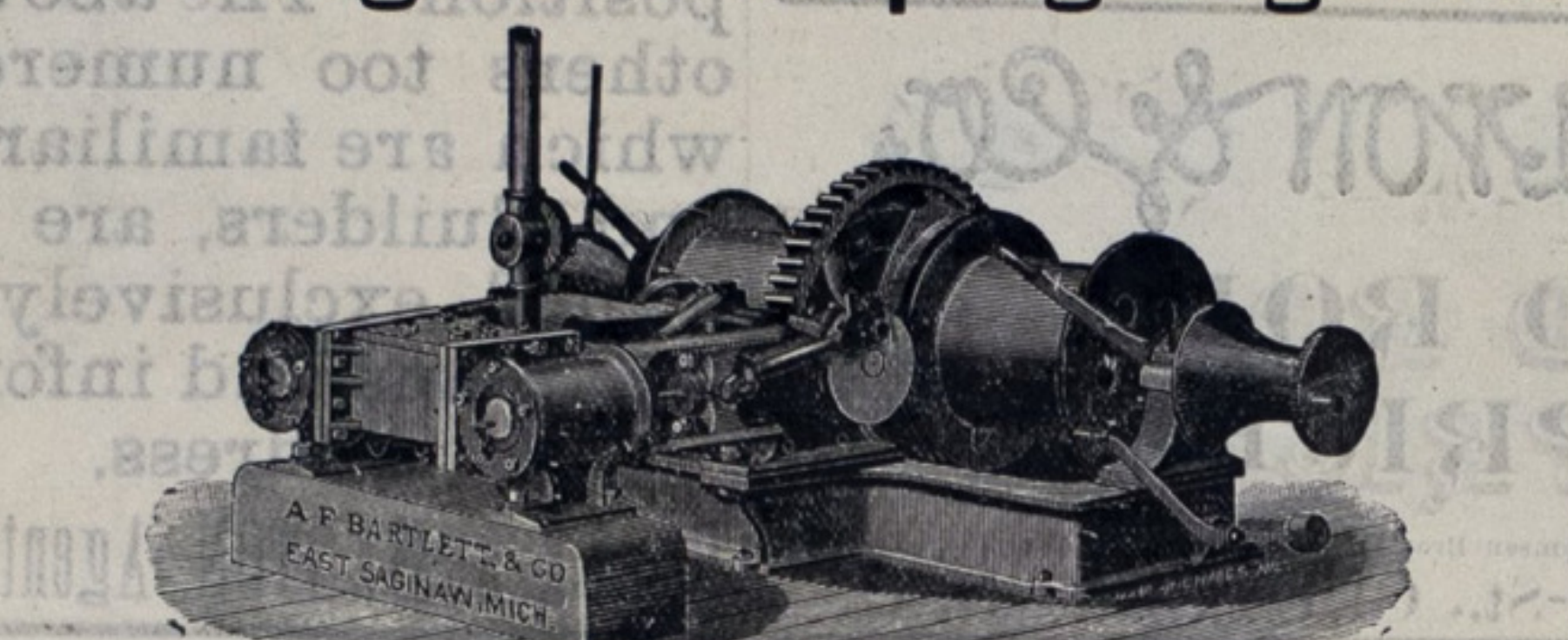
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CAMERON, CORSCIA, J. H. OUTHWAITE, SAMUEL MATHER, R.

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Whistle Machine' beg leave to report: 'That we have

carefully examined the same and find that it blows at

regular intervals, being worked by the engine, thereby

insuring regular and continuous blasts for any length

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as a similar device to owners of steam vessels as an ad-

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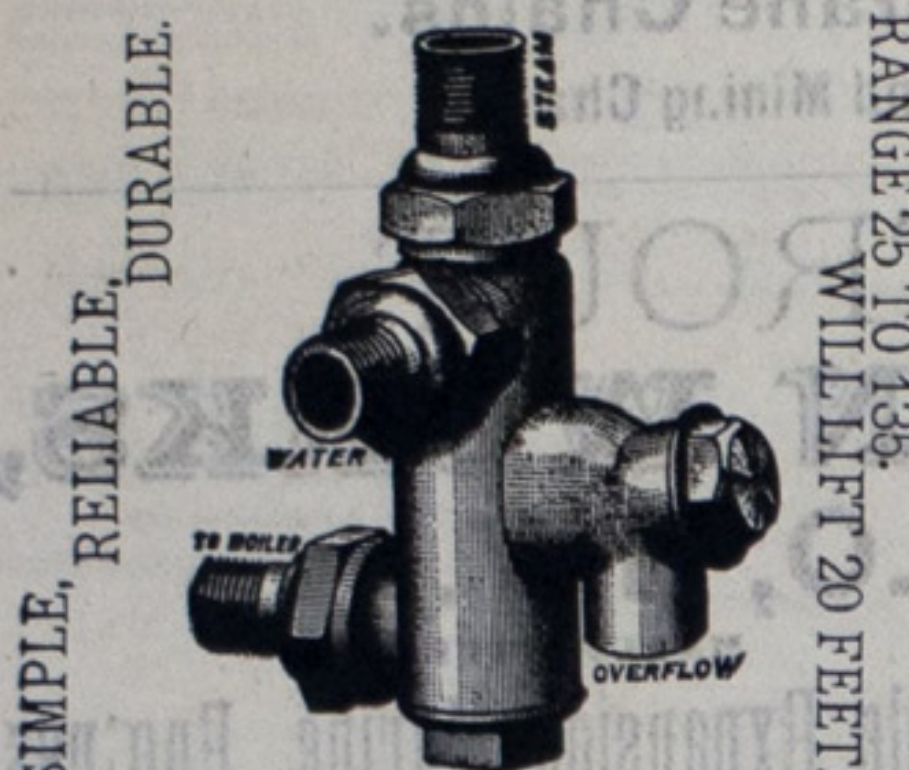
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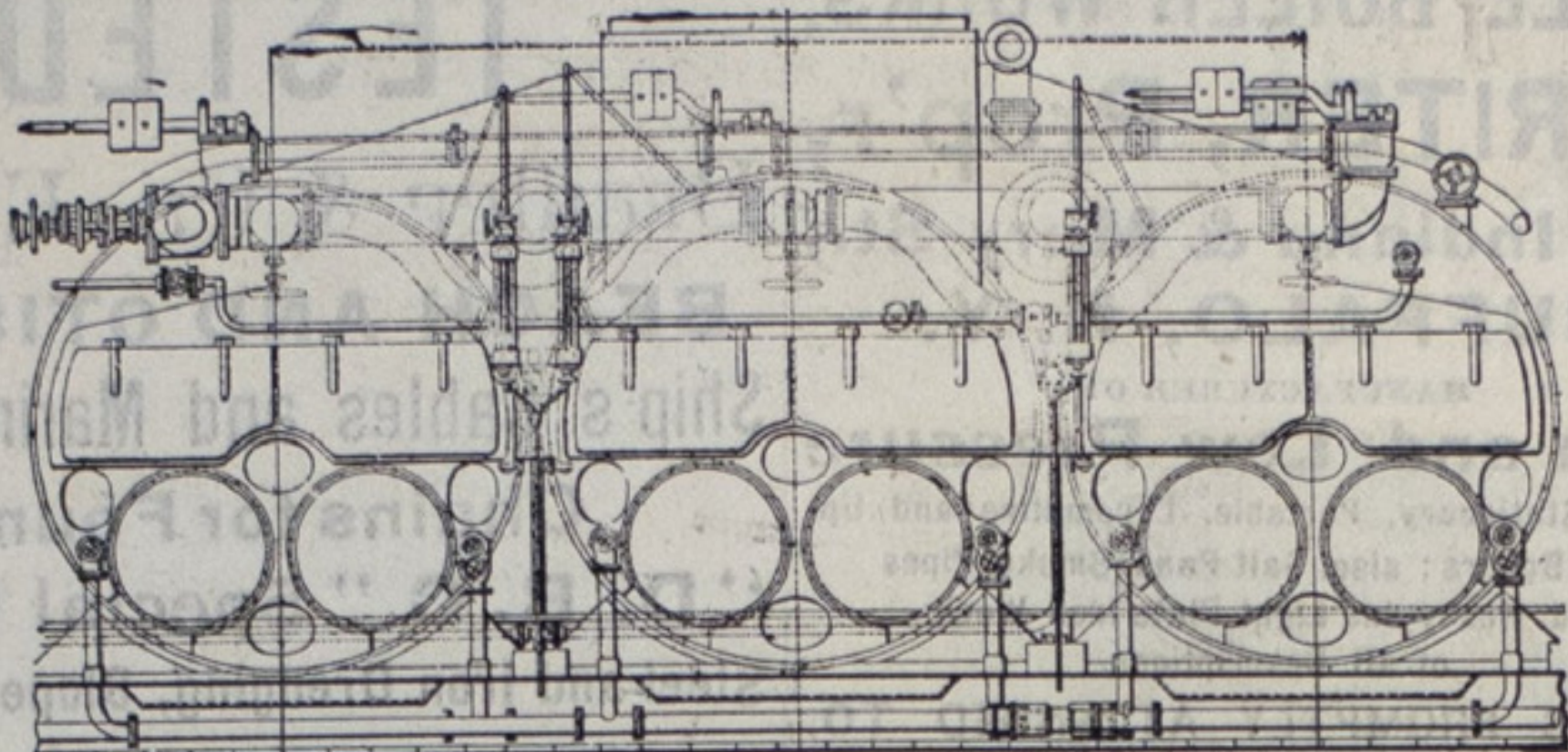
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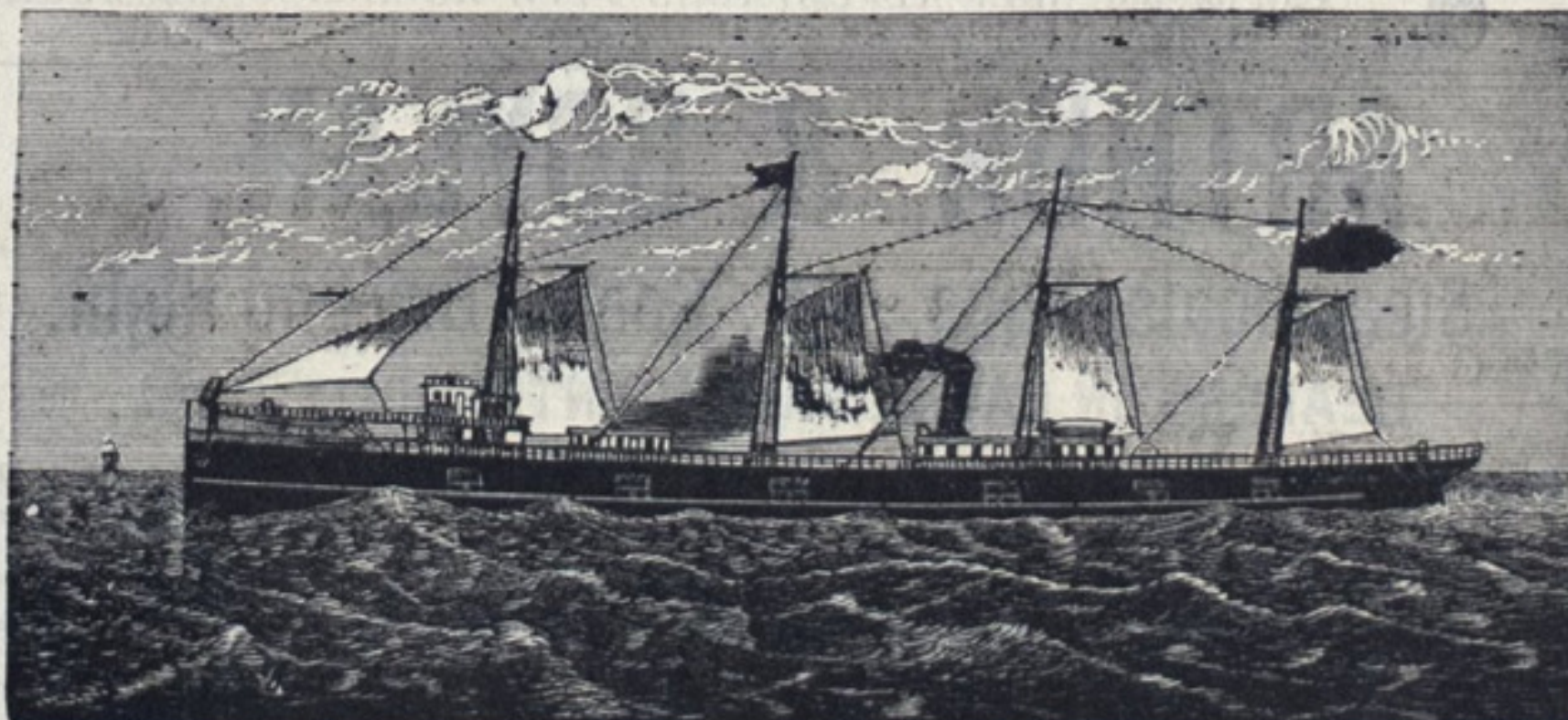
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